

Monday, September 24, 2018

Bree Mervin, CSR No. 13057

Sandy Edmondson, CSR No. 7704

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**GOVERNMENT PUBLIC MEETING**

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In Re: SAFER AFFORDABLE )  
FUEL-EFFICIENT VEHICLES )  
RULE )  
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**Reporters' Transcript  
of Statements  
Monday, September 24, 2018  
Fresno, California**

**Reported by: Nannette R. DeGough, CSR No. 13872  
Bree Mervin, CSR No. 13057  
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Fresno, California

Monday, September 24, 2018; 10:09 a.m.

Grand 1401

MR. MORRISON: My name is Jonathan Morrison. I'm the chief counsel for National Highway Traffic Safety Administration with the United States Department of Transportation, with my colleague, Mike Stoker, from the United States Energy -- or Environmental Protection Agency, Region 9 office, and Mr. Stoker and I will be presiding officers for today's hearing.

First, we'd like to welcome all of you here to Fresno. I'm impressed to see that we have over 130 individuals and representatives of various organizations that are signed up to speak today. Your views are very important to us, and we appreciate you taking the time to travel to be here with us here today, and your participation is absolutely a vital part of this process.

On August 2nd, the EPA issued a joint proposal for fuel economy greenhouse gas engines for passenger cars and light trucks covering model years 2021 through 2026.

It has also issued a draft environmental impact statement. The proposal includes a wide range of

1 options in order to ensure your diverse views are heard  
2 and will be considered during the public comment process  
3 before arriving at a final set of standards.

4 Today's hearing is being held to allow  
5 interested parties to provide us comments on the  
6 proposal and alternatives and comments on NHTSA's draft  
7 environmental impact statement in person.

8 There's also an opportunity for anyone to send  
9 us written comment. And we encourage you, as well, to  
10 submit written comment, if you'd like to do so. The  
11 written comment period will close October 26.

12 Instructions for submitting written comment are provided  
13 on our website, and the agencies consider oral and  
14 written comments equal.

15 Now I'd like to introduce other panel members  
16 from NHTSA's side that will be here today. And then  
17 outline how today's hearing will be conducted.

18 Representing NHTSA are Region 9 administrators,  
19 Chris Murphy, who will be joining us a bit later,  
20 Greg Powell from the fuel economy division, and  
21 Vinay Nagabhushana, also from the fuel economy division.

22 This hearing will be conducted informally and  
23 formal rules of evidence will not apply. The presiding  
24 officers, however, are authorized to strike statements  
25 from the record that are deemed irrelevant and

1 needlessly repetitious and to enforce time limit on the  
2 duration of the statement of any witness.

3 Each speaker will have three minutes for  
4 remarks to be able to accommodate the large number of  
5 speakers that we have here today. We have a timer to  
6 help you know how much time you have left to speak with  
7 this up here, and we will also have -- Tyler has cards.  
8 When we get down to the one-minute mark, he will hold up  
9 a yellow card. And when your time is finished, he will  
10 hold up a red card.

11 We will have to interrupt you once you're over  
12 your allotted time. And I apologize if we have to do  
13 so, but we must show respect for fellow speakers to  
14 ensure that everybody has an equal chance to speak.

15 So today's hearing, with the number of speakers  
16 that we have signed up, is expected to run until about  
17 10:30 p.m., and that may be extended. That may even be  
18 extended, depending on the number of speakers.

19 We'll be using panels to speed up the process.  
20 And if anybody here wishes to testify but has not  
21 already signed up, please do so at the reception table  
22 outside. Whether or not you testify, we'd like  
23 everybody attending to please sign in.

24 And please feel free to submit written comment  
25 to the docket, and those comments will be considered.

1           Because of the large number of speakers, we're  
2 not planning any breaks whatsoever in today's hearing;  
3 lunch break or anything along those lines. We're gonna  
4 go through the entire time.

5           After today, if anyone wishes to make  
6 corrections to their remarks for the record, please  
7 submit those corrections to EPA or NHTSA within 30 days.  
8 And you can do that on the website.

9           If you'd like a transcript for today's  
10 proceedings, please make arrangements directly with our  
11 fantastic court reporter, Nan, over here.

12           And if you have written materials or other  
13 materials that you'd like to submit for the record, you  
14 can also hand those over to Nan or put them at the  
15 table, and we'll make sure those are inserted into the  
16 docket.

17           At this time, I'd like to ask my colleague from  
18 the EPA, Mr. Stoker, to give his direct remarks.

19           MR. STOKER: Thank you, Jonathan.

20           Good morning everyone.

21           As Chief Counsel Morrison said, my name is  
22 Mike Stoker. I'm the regional administrator for  
23 Region 9 of the Environmental Protection Agency.

24           On behalf of the EPA, I'd like to thank you for  
25 taking time out of your busy schedules to come here and

1 express your views on the joint-proposed fuel economy  
2 and GHG emissions regulations, titled the Safer  
3 Affordable Fuel-Efficient Vehicles Rule for model years  
4 2021 to 2026 passenger cars and light trucks or the SAFE  
5 Vehicles Rule.

6 Today's hearing provides an opportunity for the  
7 public to present oral comments regarding the agency's  
8 jointly proposed fuel economy and GHG emission  
9 regulations.

10 The proposed rule was signed by deputy  
11 administrator for the National Highway Traffic Safety  
12 Administration, Heidi King, and the acting administrator  
13 for the EPA, Andrew Wheeler, on August 1st and was  
14 published in the Federal Register on August 24th.

15 The proposed rule followed an April 2018  
16 determination by then-EPA-administrator, Pruitt, the  
17 standards currently in place for model year 2022 to 2025  
18 are no longer appropriate. The April 2018 determination  
19 concluded the EPAs mid-term-evaluation process for those  
20 standards.

21 The EPA is proposing to amend its greenhouse  
22 gas -- or GHG -- emission standards for model years 2021  
23 through 2025, because they are no longer appropriate and  
24 reasonable.

25 In addition, EPA is proposing to establish new

1 standards for model years 2026 and later.

2 The proposed preferred alternative is to retain  
3 the model year 2020 standards, specifically the  
4 footprint target purchases for passenger cars and light  
5 trucks for the EPA GHG program and the NHTSA CAFE  
6 program through model year 2026.

7 A comment is sought on a range of alternatives  
8 discussed throughout the proposed rule.

9 The EPA is also seeking comments on additional  
10 program flexibilities that may be appropriate in  
11 conjunction with standards more stringent than those  
12 proposed.

13 As Chief Counsel Morrison stated earlier, there  
14 is an opportunity for anyone to send us written  
15 comments, and we welcome those comments.

16 The written comment period for the notice of  
17 proposed rulemaking will close on October 26th.

18 The EPA and NHTSA are inviting comment on all  
19 aspects of the proposed rulemaking, and we specifically  
20 ask stakeholders provide us relevant and up-to-date data  
21 and analysis on the many issues discussed in the  
22 proposal. Feedback provided during this hearing, as  
23 well as written comments provided in response to the  
24 proposal, will inform the final rulemaking.

25 All comments on the proposed rule, whether

1 provided at today's hearing or in writing, will receive  
2 equal consideration.

3 Details on where to submit written comments can  
4 be found in the proposed rule published on August 24th  
5 in the Federal Register.

6 Today's hearing is scheduled to run until  
7 10:30 p.m. tonight, but we will be here as long as it  
8 takes to allow everybody who wants to testify to do so.

9 We'll be using a panel format for today's  
10 testimony. Six individuals at a time will sit at the  
11 table over here to my immediate left in front of the  
12 room and will provide their testimony in succession.  
13 Witnesses must state their name and affiliation prior to  
14 making their statement.

15 After today, the official record of this  
16 hearing will be kept open for 30 days for any speaker  
17 wishing to submit rebuttals or make corrections to their  
18 remarks for the record.

19 If you would like a transcript of today's  
20 proceedings, you should make arrangements directly with  
21 the court reporter during one of the breaks. We will  
22 also make the transcripts available in the public docket  
23 or rulemaking (sic).

24 Before we begin, I would also like to  
25 introduce, to my immediate right, is Elizabeth Adams,

1 who is the director of the air division for Region 9 of  
2 the EPA. Elizabeth will be replacing me in my place  
3 instead, when I am not present, so I wanted you to know  
4 who Elizabeth was at -- during various times of today's  
5 hearing.

6 With that in mind, again, I want to thank all  
7 of you, and I would ask that the first panel of  
8 witnesses come up and join us.

9 And if Panel 2 would make their way up to the  
10 staging area, what we'll be doing throughout the day  
11 with each panel -- you saw where Panel 1 was sitting,  
12 Panel 2, maybe make your way up there. And then you'll  
13 be doing that throughout the day; Panel 2 followed by 3,  
14 et cetera.

15 Thank you.

16 MR. MORRISON: Our first speaker is  
17 Matt Rodriguez from the California Environmental  
18 Protection Agency.

19 MATT RODRIGUEZ: Well, thank you.

20 I am Matt Rodriguez, California Secretary for  
21 Environmental Protection Agency, and I'm joined here  
22 today by many State government officials to state why  
23 California is vehemently opposed to this proposed rule.

24 This proposal retreats from current national  
25 standards, is unsupported by science or technology and,



1 if adopted, will ultimately hurt consumers, inject  
2 significant uncertainty into the automobile industry,  
3 jeopardize public health and undermine our efforts to  
4 protect our air and climate.

5 Further, the joints (sic) of California  
6 authority relative to emission standards is illegal and  
7 it disregards the successful decade-long Federal/State  
8 partnership.

9 I'll focus on how the proposal undermines the  
10 cooperative federalism (Unintelligible) purported to  
11 endorse cooperative federalism as exemplified by the  
12 previous agreement on vehicle standards with California  
13 NHTSA and EPA, serves as a foundation for federal  
14 environmental law and expresses a shared commitment to  
15 enhance, not diminish, protections for the public.

16 Now, cooperative federalism is embedded in the  
17 10th Amendment of our nation's constitution in which it  
18 grants states powers to protect the public's health,  
19 welfare and safety. And as justice (sic) famously  
20 wrote, it's one of the instances of this federal system  
21 that's allowed states to serve as a laboratory for  
22 experimentation.

23 And California is a testament to this paradigm.  
24 California has long been a primary in controlling air  
25 pollution, spurring technological innovation and

1 protecting public health. In particular, California is  
2 synonymous with (Unintelligible) being leaders in  
3 regulation air emissions. It was the state, after all,  
4 that was instrumental in uncovering the attempts by  
5 Volkswagon to attempt to evade State and Federal  
6 emission controls.

7 In drafting the Clean Air Act, Congress  
8 recognizes the special role played by California, and  
9 the Act initially preserved the State's regulatory  
10 authority over mobile-sourced pollutions (sic) and was  
11 later specifically amended to allow other states to  
12 adopt California standards, which they have done in 12  
13 states, and the District of Columbia has adopted the  
14 California standard. And a resolution from the  
15 Environmental Council of States supports the continuing  
16 right to California and other states to adopt emission  
17 standards that are more stringent than Federal  
18 standards.

19 We've relied on this authority for almost five  
20 decades to the great benefit of the public; air quality  
21 has improved, preventing asthma and premature deaths  
22 around the state and country. And beginning in 2008, we  
23 successfully worked with the Federal government to  
24 incorporate greenhouse gas reductions into our  
25 partnership, because these pollutants bolster poor air

1 quality, fuel droughts and wildfires and contribute to  
2 rising sea levels brought on by climate change.

3 The first (sic) national program, also, has  
4 benefitted the auto industry, and ill-conceived changes  
5 to the program now will only create doubt and set U.S.  
6 auto manufacturers on an uncertain path, as the rest of  
7 the world continues to develop safe, advanced vehicles.

8 So in short, this proposal ignores the health,  
9 economic and environmental harm caused by vehicle  
10 emission and rolls back years of joint scientific  
11 regulatory work.

12 And you can be sure that California will  
13 resist, at every step, this administration's effort to  
14 take away the ability of the State to do what is right  
15 for our families, for our economy and our future.

16 Thank you.

17 DREW BOHAN: Good morning. My name is  
18 Drew Bohan, and I'm the executive director of the  
19 California Energy Commission.

20 California's policies envision a California  
21 filled with cars and trucks that don't pollute, that  
22 don't make our people sick and that don't obscure the  
23 mountains that are only miles away. And this vision is  
24 entirely within our reach.

25 But don't take it just from California. Listen

1 to what the automakers around this country and around  
2 the world are saying.

3 According to GM, General Motors believes the  
4 future is all electric.

5 Ford's chief executive officer, just two weeks  
6 ago, said, We're in favor of keeping the standard, not a  
7 rollback, we have plans to meet it.

8 In Europe last year, Volvo stated this, Next  
9 year they will sell no cars that don't have electric  
10 motor.

11 In Japan, Toyota said that they will be zero  
12 emission entirely, their entire fleet, by 2050.

13 And China, China is dominating the  
14 electric-vehicle market with being on track to sell a  
15 million electric vehicles in 2018 alone, which is a  
16 couple hundred thousand more vehicles than we have in  
17 the entire United States.

18 In California, just one state, we're making  
19 tremendous progress. We already have 450,000  
20 zero-emission vehicles on our roads, this is over half  
21 the total number in the United States, and virtually all  
22 of those have been added in just the last decade. This  
23 transition has accelerated with sales in July and  
24 August, these last two months, beating all prior months  
25 since we've been selling ZEVs, and this is a trend we

1 anticipate will continue as more and more people try  
2 electric cars and find out how inexpensive and exciting  
3 they are to operate.

4 The State of California is supporting this  
5 transition. The Energy Commission has invested nearly  
6 200 million dollars in standing up the infrastructure  
7 that enables zero-emission vehicles.

8 The State's leadership has also secured  
9 additional investments from the private sector, local  
10 governments and utilities. Today we have over 17,000  
11 public chargers in California, thousands more private  
12 chargers and still thousands more residential chargers.  
13 We also have a growing number of public hydrogen  
14 stations.

15 Cleaning up our vehicle fleet is critical to  
16 the health of all Californians. Cars and trucks are  
17 responsible for 80 percent of the nitrous oxide  
18 emissions and 95 percent, nearly all, of the diesel  
19 particulate matter emissions which make people sick in  
20 California, particularly here in the San Joaquin Valley.

21 Cars and trucks, along with (Unintelligible)  
22 also represent the largest source, about half, of all  
23 greenhouse gas emissions, and we're feeling the impact  
24 here in California of our over-production of greenhouse  
25 gasses worldwide. We're seeing reduced snow pack and

1 drought, more frequent heat waves, erosion of our  
2 beaches and more and bigger wild fires. In fact, the  
3 two largest wildfires in California history, since  
4 records have been kept, took place in the last nine  
5 months; 15 of the 20 largest took place in the last 15  
6 years.

7 California's marching toward a clean and  
8 prosperous future. Both (sic) rules represent a step  
9 backward. Thank you.

10 MARY NICHOLS: I'm Mary Nichols, chair of  
11 California Air Resources Board. I'm here today to ask  
12 U.S. EPA and NHTSA to withdraw the SAFE Rule.

13 Actually, there is one thing that we like about  
14 this rule, which is the acronym. It's brilliant,  
15 because it so completely fails to state what actually is  
16 in the rule.

17 In fact, there's nothing safe about this  
18 proposal. It turns its back on decades of progress and  
19 cleaning up cars and trucks, ignores available and  
20 cost-effective clean-vehicle technology, wastes  
21 gasoline, and pumps more climate-changing gases into the  
22 atmosphere. It also blows a hole in our efforts to meet  
23 health-based standards for air pollutions, a point that  
24 carries additional weight here in Fresno, which, along  
25 with the Los Angeles basin, is ground zero for the most

1 stubbornly persistent violations of air standards in the  
2 nation.

3 For 50 years, California and EPA have  
4 collaborated at the technical level to advance key  
5 improvements in vehicle technology. As a result,  
6 vehicles today are longer lasting and the air is  
7 cleaner. That is how Congress intended the the Clean  
8 Air Act to work and the reason why Federal law  
9 recognizes California and other states that choose to  
10 adopt our standards.

11 The capstone (sic) on of this cooperative  
12 federalism is the one national program addressing fuel  
13 economy and greenhouse gas standards. It was developed  
14 in response to a request by automakers and has been in  
15 place for a decade now, benefitting consumers,  
16 automakers and the environmental life. But your  
17 proposal deals a mortal blow to this remarkably  
18 successful program.

19 We will be filing an extensive technical  
20 comment on the docket, but I want to briefly touch on  
21 three major issues here.

22 First, the proposal to attack California's  
23 vehicle emissions authority is nothing more than a  
24 flabby exercise in muscle flexing. It rests on a flawed  
25 understanding of the role of the energy policy and

1 conservation act that two federal courts have already  
2 rejected. Withdraw it.

3 Second, the proposal pumps tons of additional  
4 carbon pollution into the atmosphere at a time when the  
5 evidence of changing climate is all around us. We will  
6 not sit idly by as you propose to flatline our efforts.  
7 We must continue to insist on cars that produce fewer  
8 emissions, including millions more zero-emission  
9 vehicles.

10 Third, the technical analysis that underlies  
11 this proposal simply makes no sense. You claim that  
12 cleaner and more fuel-efficient vehicles will be so  
13 prohibitively expensive that Americans nationwide will  
14 stop buying new cars. The solution, build dirtier,  
15 more-polluting cars. Customers who will now pay more at  
16 the pump to fill up will drive less; thereby, causing  
17 fewer accidents and saving lives.

18 Really? These claims are absurd, and they're  
19 not supported by fact.

20 Over the past several years, automakers are  
21 seeing record sales of cars that feature a wider range  
22 of safety elements and that are also cleaner.

23 In conclusion, this proposal is fraught with  
24 the risk of years of litigation, delay and uncertainty.  
25 This is the result of a complete lack of interest in or



1 respect for the benefits of a clear and long-term policy  
2 that rewards investments and creates jobs based off or  
3 tied to public health and consumer protection that are  
4 the set of rules that are in place today.

5 California will take whatever actions are  
6 needed to protect our people and follow the law. As  
7 Secretary Rodriguez said, It's not too late to choose a  
8 better way.

9 XAVIER BECERRA: Good morning. I'm here for  
10 Attorney General of California.

11 Forgive my voice.

12 Our State is about progress and 21st Century  
13 innovation technology. It is not about backsliding into  
14 the last century's old way of doing business.

15 We have become the world's fifth largest  
16 economy by doing what's right. For decades, we have  
17 pursued clean technology that has reduced harmful  
18 emissions, saved lives and grown our economy. It has  
19 led to results. Take today's Ford F-150 pickup truck,  
20 the best selling vehicle in America. In 2018, it earned  
21 a five-star safety rating. Today's F-150 is 35 percent  
22 more efficient than it was in 2000. It gets better gas  
23 mileage than a 2010 Ford Taurus.

24 In California, we set ambitious goals when it  
25 comes to electric vehicles, a far cry from the '68 Buick

1 Riviera I drove while I was in high school that got 11  
2 miles per gallon.

3 In August, 10 percent of all cars sold in our  
4 state were electric vehicles, an all-time high. We  
5 don't do this because it's easy or it feels good. We do  
6 it because 26 percent of school-aged children here in  
7 the San Joaquin Valley suffer from asthma. We do it  
8 because the five largest fires in California history  
9 occurred in the last five years. That's why California  
10 cannot retreat in the fight against climate change. We  
11 must continue to tackle the Number 1 source of  
12 greenhouse gas emissions, our vehicles. Stopping us  
13 from protecting our people, our jobs and economy or our  
14 planet is like trying to stop a mother from protecting  
15 her child.

16 California hasn't been shy about taking actions  
17 against backsliding when it comes to clean air. The  
18 facts, science and rule of law are on our side. Our 14  
19 victories and court rulings from our 24 environmental  
20 lawsuits to date against the federal government speak to  
21 that.

22 California's prepared to prove that EPA's or  
23 NHTSA's proposed roll back (Unintelligible) violates  
24 Federal law. For one, both Federal agencies have failed  
25 to give us the technical data and time that we need to

1 comment on this proposal, and that's what we're entitled  
2 to by law. Moreover, the law requires the agencies to  
3 set, quote, the maximum feasible level for  
4 fuel-efficiency standards based on technology available  
5 today and technology that will be available in 2021 to  
6 2026, among other factors.

7 Instead, your agencies have proposed standards  
8 far below what California has already proven to be  
9 feasible.

10 And finally, the law requires that agencies  
11 need to offer sound reasons for their backsliding, and  
12 neither EPA nor NHTSA has.

13 This administration isn't just to stand on the  
14 Federal vehicle emissions program. It is also the  
15 cutting back of California authority to set its own  
16 vehicle emission standards. Congress granted and  
17 affirmed our right to set tougher vehicle emission  
18 standards. We've obtained more than 100 waiver actions  
19 in the past 40 years, and the EPA has revoked none.

20 Those who claim to support state's rights  
21 should make sure they're not trampling on ours.

22 My message to the Federal government, do your  
23 job; withdraw this proposal; fulfill your duty under  
24 Federal law to protect all Californians and all  
25 Americans from harmful greenhouse gas emissions and to

1 conserve energy, do no harm, stop trying to interfere  
2 with the rights granted to California and other states  
3 by the constitution and the Congress.

4 With every day bringing America news of extreme  
5 weather and devastating consequences, this is not a time  
6 to backslide on our responsibilities. We have a chance  
7 to move our country forward together on our proven,  
8 existing and achievable national clean-car standards.  
9 We should seize that opportunity.

10 Thank you.

11 MR. STOKER: Folks, I'm gonna ask that we  
12 refrain from clapping and things like that. We have a  
13 whole lot of speakers here, so I'd appreciate that.

14 Thank you, very much.

15 JACK BROADBENT: Good morning. I am  
16 Jack Broadbent. I'm the executive officer for the Bay  
17 Area Air Quality Management District, the local air  
18 pollution control agency for the nine-county region that  
19 is the San Francisco Bay area, home to seven-and-a-  
20 half-million people and six million vehicles.

21 I'm here today to voice the air district's  
22 strong opposition to the proposed withdrawal of the  
23 California waiver and the roll back of the  
24 greenhouse-gas and fuel-economy standards.

25 Withdrawal of the waiver would create a

1 significant uncertainty for the air districts of  
2 California, other states and the auto industry.

3 Reversing these current standards is a step backwards  
4 and undermines our mission to protect public health.

5 The withdrawal of the California waiver would  
6 be an unprecedented action by the EPA. The plain text  
7 of the waiver section implies the EPA has the discretion  
8 to deny a waiver under consideration, but does not have  
9 the authority to withdraw it once it's been granted.  
10 The EPA must consider the far-reaching implications that  
11 would be rendered by the withdrawal and must ultimately  
12 deny it.

13 In order for us to meet the Ambient Air Quality  
14 Standards and fulfill Ambient Air Quality Standards and  
15 work towards clean air, we need reductions in air  
16 pollution, including climate pollutants from the motor  
17 vehicle emissions fleet.

18 Any action by the EPA and NHTSA that could lead  
19 to an increase in pollution would thwart the Air  
20 District's efforts to achieve attainment, fulfill our  
21 mission and protect public health.

22 Allowing the roll back of the standards and  
23 freezing them at 2020 levels would result in a slew of  
24 negative consequences. It is clear that fossil-fuel  
25 consumption would increase and additional criteria and

1 climate pollutants would be pumped into our communities  
2 and atmosphere. A growth in demand for fuel would  
3 increase upstream emissions associated with fuel  
4 refining and distribution. We have five refineries in  
5 the Bay Area. Any increase in refining activities would  
6 adversely affect these communities.

7 The proposed rule would also negatively affect  
8 the Bay Area economy. If the rule's adopted, it is  
9 estimated that, by 2030, it will cost Bay Area consumers  
10 an extra 2.3 billion to fuel their vehicles. This rule  
11 would impose a further economic burden that must not be  
12 overlooked.

13 The responsibility to protect the environment  
14 and stop progression of climate change should not be  
15 taken lightly. California is an environmental leader,  
16 and the rest of the nation and the world follows.  
17 Twelve other states and the District of Columbia have  
18 adopted California's standards. Governments  
19 representing 55 percent of the national auto market have  
20 voiced their opposition to this roll back.

21 The district strongly opposes this rule,  
22 because we have experienced the harmful effects of  
23 pollution and climate change. In the Bay Area alone,  
24 particulate matter causes approximately 2200 premature  
25 deaths each year and an estimated 21.6 billion in

1 healthcare costs.

2 California also faces compelling and  
3 extraordinary challenges. Our state experiences more  
4 wildfires, more drought, more flooding because of  
5 climate change. Last year, dozens of wildfires broke  
6 out across Northern California, and we experienced the  
7 most destructive fires in the state's history. 5600  
8 structures were lost, as well as dozens were killed.  
9 For these reasons, it's imperative that we work to solve  
10 climate change from devastating our region and our  
11 state. The California waiver is a key tool in that  
12 fight.

13 In conclusion, the Air District strongly  
14 opposes your proposal. It would obstruct our agency and  
15 our mission. California has the political will to do  
16 whatever is necessary to protect our people and the  
17 environment. Climate change is an existential threat to  
18 our way of life. While it may be a global phenomena,  
19 every action counts. We support the State of California  
20 and will do everything in our power to resist this roll  
21 back and withdrawal.

22 Thank you.

23 WAYNE NASTRI: Good morning. I'm  
24 Wayne Nastri, executive director of the South Coast Air  
25 Quality Management District, which encompasses the

1 greater Los Angeles area.

2 South Coast state contains the largest local  
3 air pollution control district in the country, and we're  
4 deeply concerned about the damaging air quality impact  
5 of the SAFE Vehicles Rule, if finalized, as well as the  
6 potential revocation of the California waiver for  
7 light-duty vehicles.

8 Our 17 million residents breathe the most  
9 polluted air in the nation. NOx is the primary  
10 pollutant that must be controlled so that we can meet  
11 the federal standards for both ozone and PM2.5, and yet,  
12 mobile sources constitute over 80 percent of our NOx  
13 emissions. Even if we were to shut down all stationary  
14 sources, we would still fail to attain the federal  
15 standards. As a local air authority, we rely on federal  
16 government to take action.

17 NHTSA and EPA contend that the air quality  
18 impacts associated with rolling back the standard will  
19 be negligible. This is not the case. In 2023, the year  
20 in which we face a hard deadline to attain the federal  
21 ozone standards, we must reduce NOx emissions by 45  
22 percent beyond existing requirements. In that year,  
23 light-duty vehicles are estimated to contribute  
24 9 percent of our NOx emissions, and our estimates  
25 presume that the current light-duty regulations remain



1 in place. Any relaxation of this standard will increase  
2 these contributions, thereby jeopardizing our attempts  
3 to attain the federal standards.

4 We also strongly disagree with the assertion  
5 that the current light-duty regulations are not  
6 appropriate and reasonable. The proposal fails to  
7 provide credible evidence countering the record EPA  
8 provided in their 2016 mid-term evaluation supporting  
9 retaining the standards. Notably, the proposal fails to  
10 cite any of the specific information provided by CARB in  
11 response to EPA's reconsideration of the standards or in  
12 CARB's own mid-term review, both of which fully  
13 supported retaining the current standards and suggested  
14 that even more stringent standards may be appropriate.

15 We take particular issue with proposal  
16 assertions regarding the effectiveness of advanced  
17 automotive technologies. The automotive industry has  
18 made significant advancements in zero-emission vehicles  
19 and the sector is growing rapidly.

20 We also disagree that consumer demand for  
21 zero-emission vehicles is weak. In Southern California,  
22 the demand for electric vehicles is strong; a demand for  
23 fuel cell vehicles far outstrips supply. This demand is  
24 not isolated to our region. Both 2016 and '17 had  
25 record levels, and in a recent study, the AAA, American

1     Automobile Association, projects that greater than  
2     30 million Americans will choose an electric vehicle as  
3     their next car.

4             That California's waiver is in question is  
5     perhaps the most troubling aspect with these proposed  
6     changes. It is of paramount importance that California  
7     retains its right to establish emission standards for  
8     light-duty and other vehicles.

9             The granting of waivers to California has long  
10    enjoyed long-term bipartisan support in recognition of  
11    the daunting air quality challenges faced by the State.  
12    And if the SAFE Vehicles proposal is finalized, we will  
13    need to rely on even more stringent California standards  
14    to meet federal ozone standards.

15            We will look to evaluate this proposal and  
16    continue to submit further comments.

17            Thank you.

18            MR. MORRISON: Thank you, first panel. I look  
19    forward to your written comments, as well.

20            And if the second panel could come up after the  
21    first panel makes its exit.

22            MR. STOKER: If we can have an IT person that  
23    can come up here.

24            Secretary Rodriguez had to have half his face  
25    lit up with the projector here, and whoever sits in that

1 seat.

2 So if somebody out there -- I mean, I'll take a  
3 whack at it, but if we have an IT person that can  
4 readjust it -- here we go.

5 STEVEN DOUGLAS: Thank you.

6 I'm Steve Douglas with the Alliance of  
7 Automobile Manufacturers representing 12 of the world's  
8 leading car companies or about 70 (sic) percent of the  
9 new vehicle market.

10 The Alliance and our members appreciate the  
11 administration's efforts to restart the mid-term review  
12 and continue a single national program for CAFE and  
13 greenhouse gas standards. After all, standards must  
14 reflect the most up-to-date information regarding  
15 compliance.

16 The MPRM (sic) certainly provides stakeholders  
17 with a wide range of alternatives and should inspire  
18 robust comments. We're still working on those comments,  
19 so today I'll just focus on the important themes that  
20 will appear in them.

21 First, let me say that climate change is real  
22 and automakers are taking action to reduce carbon from  
23 being emitted from new vehicles.

24 Automakers are also committed to continued  
25 improvements in fuel economy. Today, consumers have

1 more choice in energy-efficient vehicles than at any  
2 point in history. About 500 vehicles receive 30 miles  
3 per gallon or more on the highway; 80 of those, over  
4 40 miles per gallon. There are 45 different types of  
5 electric models, over 50 plug-in electric and fuel cell  
6 vehicles, and we have many more electrified vehicles on  
7 the way to market. As we've often stated, automakers  
8 support continued improvements in fuel economy, but  
9 future standards must account for marketplace realities,  
10 such as consumer acceptance.

11 Consumer acceptance, which includes  
12 affordability, plays a critical role in determining the  
13 sustainability of future standards. No one wins if  
14 customers are not buying the new highly efficient  
15 products offered. The standards must account for  
16 consumer willingness and ability to pay for newer  
17 technologies.

18 Maintaining one national program for the  
19 regulation of fuel economy and greenhouse gases is  
20 critically important to automakers. We urge EPA and  
21 NHTSA to continue to work for all stakeholders,  
22 including California, to develop a lasting rule that  
23 enables manufacturers to plan and build a single fleet  
24 of vehicles in the U.S.

25 I'd like to turn now to flexibility.

1 Flexibilities can reduce the fuel use and emissions,  
2 while, at the same time, reducing compliance costs. The  
3 Alliance supports incentives for technology, such as  
4 electrification, that could prove a key factor in  
5 meeting EPA and California's long-term greenhouse gas  
6 goals.

7 The Alliance also supports the continuation and  
8 expansion of flexibilities, such as air conditioning  
9 system improvements, new (Unintelligible) for lower  
10 greenhouse gas impacts, and fully recognizing the  
11 benefits of technologies that improve efficiencies  
12 beyond what's measured in the lab (sic).

13 In closing, automakers support continued  
14 improvements in fuel economy, while balancing  
15 priorities, like affordability, safety, jobs, and the  
16 environment.

17 We urge California and the Federal government  
18 to find a common sense solution that sets continued  
19 increases in vehicle efficiency, while also meeting the  
20 needs of America's values.

21 Thank you for your time.

22 JOSEPH VEMPILLY: My name is Joseph Vempilly  
23 and (Unintelligible) of Fresno.

24 Welcome to the EPA members and other energy  
25 here to Ground Zero. This is one of the most polluted

1 cities in the country.

2 So I am a practicing pulmonary and critical  
3 care physician. I will be taking care of hundreds of  
4 patients with asthma, COPD and also veterans at the VA  
5 hospital here.

6 I am speaking on behalf of 250,000 adults with  
7 COPD, asthma, and 90,000 children with asthma, and  
8 25,000 veterans who make Fresno their home.

9 I'm here to seek your help to control the  
10 scourge of air pollution in the central valley of  
11 California.

12 As a medical professional, I have to deal with  
13 health impacts of air pollution on a daily basis, like  
14 exacerbation of COPD, heart attacks, stroke, lung cancer  
15 and other illnesses, as all these health impacts of air  
16 pollution have been proven by thousands of scientific  
17 studies done over the last 50 years.

18 Last year, during one of the heat  
19 (Unintelligible) and concentrations went sky high, I  
20 received several calls from my patients, Hey, Doc, I  
21 can't breathe, I'm taking all my medicines, what shall I  
22 do. And I'm sure this is not me alone. Hundreds of my  
23 colleagues must agree with my observations.

24 San Joaquin Valley is a home to some of the  
25 most polluted air in the nation, causing hundreds and

1 thousands of premature deaths every year. The annual  
2 PM2.5 and ozone (Unintelligible) the safe levels set by  
3 EPA.

4 Despite our efforts to keep our patients  
5 healthy, climate change is expected to worsen the San  
6 Joaquin Valley pollution problems in the coming decades,  
7 leading to even more health-related issues. Climate  
8 change poses a huge (Unintelligible) to our health in  
9 the valley. The existing standards reflect the urgent  
10 action needed to protect public health against climate  
11 change health impacts from air pollution.

12 Our state has some of the world's most advanced  
13 policies designed to create clean air. (Unintelligible)  
14 to continue. We need to stay the course and not digress  
15 to the old dangerous policies if we want to truly  
16 (Unintelligible) the health of our children.

17 At this critical period, the EPA and NHTSA are  
18 coming to California, to Fresno, to hear from the  
19 residents about plans to regress our stringent carbon  
20 emission standards.

21 How can EPA do this to the valley residents?

22 I say no to this plan, so does the health  
23 community and the majority of Americans. For the health  
24 and safety of our children, to reduce the suffering of  
25 our patients with COPD, asthma, and to provide a healthy

1 environment for our veterans, I am pleading with you  
2 (Unintelligible) that are being proposed. Please don't  
3 jeopardize the health of our valley residents with such  
4 ill-founded profits (sic). It will be a travesty to go  
5 backwards. To produce a small improvement in car prices  
6 will be paid by human lives.

7 MR. STOKER: Doctor, just -- in my prior life,  
8 I was very involved in agriculture. And a lot of  
9 studies were provided to me over the years in  
10 agriculture in California, suggesting -- and San Joaquin  
11 Valley, a lot of the pulmonary issues were tied in with  
12 agriculture and dust and things of that nature.

13 If you have any studies that you could  
14 demonstrate and correlate where the asthma problems are  
15 coming from, I mean, if it's more of an air emission  
16 issue, greenhouse gas emission, I certainly -- that  
17 would be, I think, great in the record, because I know  
18 there's been a lot of evidence with a lot of people  
19 trying to accuse agriculture. So whatever you have  
20 would be great.

21 JOSEPH VEMPILLY: I would be glad to provide  
22 that for you, sir. It is more of the automobiles at  
23 this point, and agriculture is a close second.

24 MR. STOKER: Thank you.

25 JENNY BARD: Thank you, and good morning. My



1 name is Jenny Bard. I am the director of Grassroots and  
2 Health Partnerships for the American Lung Association in  
3 California. I am a mother, a grandmother and a resident  
4 of Santa Rosa, California.

5 I know that climate change is a public health  
6 threat today, a threat to our communities and to our  
7 future. We must do everything possible to cut harmful  
8 pollutants from our atmosphere, as you heard from  
9 Dr. Vempilly, not less. We must move forward, not  
10 backward, if we are to have a healthy future.

11 The American Lung Association is opposed to the  
12 roll backs -- excuse me -- is opposed to the proposal to  
13 roll back emission standards between both California and  
14 State authorities to adequately protect the health of  
15 our citizens against harmful pollution.

16 I saw, firsthand, the impacts of our new normal  
17 under climate change. Last October, more than 40 people  
18 lost their lives in my community. Thousands of homes  
19 were destroyed and, like my family, evacuations and  
20 displacements were needed to stay safe. We saw clinics  
21 destroyed, hospitals evacuated, schools closed,  
22 everything came to a halt. Residents were exposed to  
23 historic levels of air pollution; toxic chemicals and  
24 untold respiratory and cardiac health impacts that many  
25 have yet to recover from. That was last year.

1           This year, we saw, again, wildfires ripping  
2 through our landscape now on the way to being the new  
3 most destructive fire on record in California. Nearly  
4 6,000 fires covered more than 1.3 million acres, more  
5 deaths, more displacements, more destruction, as the  
6 increasingly extreme climate conditions continue to  
7 threaten our health and our air. The plumes of wildfire  
8 smoke spewed (sic) dangerous particle pollutions and  
9 other pollutants across five spots of the nation.  
10 Particle pollution literally kills people with increased  
11 risks of heart attacks and strokes, asthma attacks and  
12 (Unintelligible).

13           Carbon pollution contributes to climate change  
14 and, as a nation, we need the existing standards to help  
15 us tackle this growing threat. Overwhelming evidence  
16 shows that tragedies, like fires in my community and  
17 throughout the west, are much more common and more  
18 extreme, because we have failed to do enough to curtail  
19 carbon pollution and other greenhouse gas emissions.

20           We cannot roll back the limited safeguards we  
21 have in place to fight climate change. Protection of  
22 public health is crucial, and the American Lung  
23 Association supports policies that safeguard health and  
24 improve health outcomes.

25           This proposal would threaten our communities,

1 our health and our future. The existing standard used  
2 last year is an urgent action needed to protect public  
3 health in climate change health impacts (sic).

4 Our current standards were carefully researched  
5 and negotiated to reduce pollution and improve mileage  
6 so we avoid burning more harmful fossil fuels.

7 This proposal moves us in the wrong direction.  
8 The American Lung Association urges EPA and NHTSA to  
9 withdraw this proposal. And instead, work in  
10 cooperation with California to implement the existing  
11 State and Federal rules in support of public health.

12 Thank you.

13 JULIA REGE: Good morning. I'm Julia Rege,  
14 director of Environment and Energy at Global Automakers.  
15 Thanks for the opportunity to comment today.

16 Global Automakers represents U.S. Operations  
17 International Automakers that design, build and sell  
18 cars and trucks here. Our members (Unintelligible) 62  
19 billion in the U.S. and directly employ more than  
20 100,000 Americans. We manufacture nearly 40 percent of  
21 the vehicles in the U.S. and 25 manufacturing plants  
22 supported by 39 (Unintelligible). The auto industry as  
23 a whole is critical to this economy, supporting 10  
24 million jobs in all 50 states.

25 To start, Global Automakers appreciates the

1 decision to revisit the previous administration's rush  
2 to final determination. We agree with the conclusion  
3 that the standards must be adjusted, and this proposal  
4 is an important first step in deciding on what those  
5 adjustments should be.

6 Today, we have three requests.

7 One, the regulations should require  
8 fuel-efficiency improvements each year and promote the  
9 safety and cleanest vehicles, benefitting all Americans,  
10 regardless of where they live. We need a balanced  
11 approach. American consumers vote with their wallets,  
12 determining if the program succeeds. They weigh many  
13 factors when they buy a car. While many customers  
14 regard high fuel economy, especially when gas prices are  
15 high, others prefer high-performance, high-powered  
16 options. These regulations should support consumer  
17 choice, environmental improvements and overall industry  
18 competitiveness.

19 Two, the regulation should provide tools to  
20 help manage different product mixes. Compliance  
21 challenges differ from one company to the next, and  
22 there should be more than one path concerning fuel  
23 efficiency. The auto industry has made significant  
24 reductions in fuel-saving technology under the existing  
25 program that should not be stranded. For example, the

1 off-site air conditioning portions of the program  
2 provide important additional efficiencies beyond the  
3 powertrain that should be counted. And advanced  
4 technology critics has forced our country's leadership  
5 into electrification at a time when there are many  
6 unknowns about infrastructure, (Unintelligible) and  
7 customer acceptance. Eliminating regulatory  
8 flexibilities could make the standards more stringent  
9 and costlier. The final rule should retain and  
10 strengthen these tools (sic).

11 And three, Global Automakers want some  
12 solutions that maintain one national program coordinated  
13 with California. A federal policy (Unintelligible)  
14 extensive regulatory overlap will achieve greater  
15 benefits than separate programs. We also have an  
16 opportunity to work together on the right policy to  
17 encourage fuel-efficiency improvements and manage the  
18 challenges of electric vehicles mandated at the state  
19 level. We are encouraged that the three agencies have  
20 renewed discussions. A unified national program is  
21 achievable. (Unintelligible) balancing innovation,  
22 compliance and customer needs. This path is much  
23 preferable to years of uncertainty and litigation on  
24 (Unintelligible) waivers.

25 In closing, we appreciate the agencies'

1 commitment to a transparent process. We hope  
2 discussions continue in the spirit of collaboration and  
3 regulatory efficiency to reach our shared goals of  
4 safer, affordable, and more efficient vehicles and a  
5 competitive auto industry.

6 It is critical for American auto workers,  
7 American consumers and American ingenuity that the  
8 Federal agencies and California work through differences  
9 and submit to a unified program.

10 Thank you.

11 RASTO BREZNY: Good morning. I'm Rasto Brezny,  
12 executive director for Manufacturers of Emission  
13 Controls Association. Thank you for this opportunity to  
14 provide comments.

15 MECA is a non-profit association of the world's  
16 leading manufacturers of clean vehicle technology,  
17 including the full compliment of electric  
18 (Unintelligible) technologies.

19 MECA members represent 70,000 of the 300,000  
20 American jobs supplying the technologies that help our  
21 customers build clean fuel-efficient and safe vehicles.

22 MECA supports one national program that is  
23 founded on the negotiations set up for performance-based  
24 standards, including NHTSA, EPA and California with  
25 year-over-year increasing stringency. The negotiated

1 50-state regulation offers the best hope for a  
2 successful lasting program without the business  
3 uncertainty caused by protractive litigation.

4 Likely, the EPA and CAFE standards have led to  
5 the development of an unprecedented number of new  
6 technologies that achieve real-world GHG reductions,  
7 both on-cycle and off-cycle, including potent GHGs like  
8 methane, nitrous oxide and HFCs. MECA believes that  
9 these regulations should continue to include  
10 flexibilities to reduce GHGs by all technologically  
11 feasible means, including a pathway for supplier  
12 participation, through additional credits, further  
13 accelerate the pace of innovation.

14 A survey of our members suggests that the  
15 proposal for alternatives will exceed (sic) our  
16 technology leadership positions to other countries and  
17 drive investments overseas where tightening standards  
18 demand continual development of innovative technologies.

19 For over 50 years, California has played a  
20 leadership role in advancing vehicle standards and  
21 policies that created a market for clean vehicle  
22 technologies. MECA has supported every waiver request  
23 made by California, including this one in 2012.

24 Revoking an existing waiver and the uncertainty  
25 associated with that may leave manufacturers to question

1 the stability of future investments in the U.S.

2 MECA supports California's GHG waiver and the  
3 State's role as the coregulator of (Unintelligible)  
4 source emissions.

5 In conclusion, MECA urges the Federal and State  
6 agencies to negotiate an outcome that preserves one  
7 national program, which continues to reduce GHG  
8 emissions. The U.S. must maintain its leadership role  
9 as a producer and exporter with advanced clean and  
10 efficient vehicle technology, and we need the support of  
11 a regulatory policy that keeps investments and jobs in  
12 this country.

13 Thank you.

14 MR. MORRISON: All right. And if Panels 4 and  
15 5 could make their way to the seating area.

16 LAURIE HOLMES: Good morning. I'm Laurie  
17 Holmes, senior director of Environmental Policy for the  
18 Motor & Equipment Manufacturers Association, or MEMA.

19 MEMA represents more than 1,000 motor vehicle  
20 parts suppliers, and we are the nation's largest sector  
21 of manufacturing jobs, directly employing more than  
22 871,000 workers.

23 MEMA supports a one national program (sic)  
24 negotiated with California.

25 MEMA supports California retaining its 2013



1 waiver at this time. The revocation of California's  
2 waiver could derail discussion and initiate a legal  
3 battle, ramifications of which will have damaging  
4 effects on the industry's ability to invest in the plan.

5 MEMA urges the agencies to establish continued  
6 year-over-year increases to the standards.

7 MEMA opposes the agencies' proposal to  
8 eliminate progress (Unintelligible). Eliminating  
9 progress in the standard would have a detrimental  
10 economic impact, affecting supplier manufacturing jobs,  
11 as well (Unintelligible) significant technology  
12 (Unintelligible).

13 According to the preliminary analysis by IHS  
14 Markit, a total of zero percent increase through 2026  
15 would result in a loss of 67,000 direct auto-industry  
16 jobs, with a full impact of 500,000 direct, indirect and  
17 reduced jobs by 2025, in comparison to employment levels  
18 supported by the auto standards. We will lose these  
19 jobs to other markets, including China.

20 In order to preserve supplier jobs and  
21 investments, MEMA supports continued year-over-year  
22 (Unintelligible).

23 MEMA also urges the agencies to preserve the  
24 current (Unintelligible).

25 MEMA supports the off-cycle that

1 (Unintelligible) program and requests that EPA retain  
2 those programs through 2026. Continuation of these type  
3 programs preserve supplier-manufacturing jobs.  
4 Suppliers also support extending the current  
5 (Unintelligible) program.

6 MEMA is currently evaluating which of the  
7 proposed alternatives would best preserve long-term  
8 supplier investments and jobs. From MEMA's initial  
9 analysis, Alternatives 6 and 8 may meet those criteria.  
10 MEMA will continue to evaluate whether other proposal  
11 alternatives could meet our requirement.

12 MEMA is open to discussing with EPA, NHTSA and  
13 California whether there are other ways to meet these  
14 objectives, other than the alternatives outlined in the  
15 proposal.

16 Finally, (Unintelligible) is an effective  
17 strategy (Unintelligible) for both efficiency and  
18 (Unintelligible) today does not compromise safety.

19 Independent research conducted by NHTSA  
20 consistently finds that vehicle size and design, not  
21 mass, is the leading determinant in dictating vehicle  
22 safety.

23 Appreciate your time today, and you'll receive  
24 comprehensive comments in October.

25 DANIEL REICH: Hello, my name's Dan Reich. I'm

1 a former assistant regional counsel at EPA Region 9 and  
2 a DOJ trial attorney. And I'm retired, but I have  
3 33 years of Federal service. I'm also representing some  
4 views of the Environmental Protection Network here  
5 today.

6 This is the mask I wear in the bay area when I  
7 go hiking due to the smoke. I've gone up there,  
8 Mount Diablo, get shortness of breath and had some  
9 faintness, so this is one of the ways to deal with it.

10 Fresno Bee recently talked about the PM2.5, the  
11 ultra fine particles lodged in your lungs, being about  
12 an average of 5 to 10 micrograms to be near 60 now, in  
13 July 2018, from the wildfire smoke.

14 How does the rule that we're talking about  
15 today relate to what I just said? Let me connect the  
16 dots.

17 EPA has the deleted information from its  
18 website that says the following: Greenhouse gases trap  
19 heat, the planet warms, and then you have extreme  
20 weather events.

21 Now, we're witnessing those events in  
22 California; 5,581 fires, 1.4 million acres destroyed,  
23 and the death of firefighters and civilians; Hurricane  
24 Harvey, 60 inches of water fall in six days, 68 killed,  
25 125 billion in damages. Now we have Hurricane Florence.

1 I'll point out another thing that will make  
2 this connection.

3 The transportation sector -- and this is  
4 information that was again deleted from the EPA's  
5 current website. Transportation sector releases the  
6 most greenhouse gases. Of the transportation sector,  
7 the emission of greenhouse gases, 60 percent are from  
8 light-duty vehicles. That's what's going on here today.

9 So what we're doing is we're lowering green --  
10 the -- we're not lowering the CAFE standards, as we  
11 talked about. What it will do, result in more  
12 greenhouse gases, and that is gonna translate to more  
13 fires and natural disasters.

14 But what does it mean to you as a citizen?

15 What it means is, you'll get to wear a mask, or  
16 your kids may have to wear a mask like this when they  
17 hike. Increased premiums, so you can't afford  
18 insurance. You're seeing that now. And of course,  
19 perhaps most importantly, this will impact you, your  
20 family's health.

21 Now, I served under two republican -- actually,  
22 three republican and two democratic administrations, and  
23 I was very proud to protect the environment.

24 But candidly, I feel ashamed that I am  
25 associated with what is happening here today with this

1 rule. And frankly, for those EPA employees that believe  
2 in protecting the environment, you need to consider  
3 that, too.

4 Thank you.

5 I have left written comments there, which will  
6 expand on the views I've just stated.

7 IRENE GUTIERREZ: Good morning. Thank you for  
8 hosting this hearing today.

9 My name is Irene Gutierrez, and I am an  
10 attorney at the National Resource Defense Council. I am  
11 here alongside our three million members and activists  
12 fighting to protect clean air, clean water and a healthy  
13 planet.

14 We oppose this roll back. It will lead to  
15 dirtier cars on the road, which will, in turn, create  
16 more air pollution and the greenhouse gas emissions  
17 which spur climate change.

18 These impacts will be acutely felt in places  
19 like the one we're in today. Fresno is in California's  
20 heartland (sic) and one of the big environmental climate  
21 challenges facing the State. What's happening here  
22 is emblematic of what's happening elsewhere in  
23 California.

24 And to paint a picture for those of you who are  
25 not from the State, Fresno is surrounded by freeways and

1 sits in the San Joaquin Valley, which has the worst air  
2 quality in the U.S. This dirty air has deadly impacts.  
3 According to the California Department of Public Health,  
4 19 percent of county residents have asthma, 50 percent  
5 suffer from other serious chronic health conditions,  
6 including heart disease, high blood pressure and  
7 diabetes. The majority of people that live in this  
8 county are black, Latino or Asian, which means that  
9 black and brown lives are on the line and paying dearly  
10 from deadly air, and they'll pay even more dearly if  
11 this roll back goes through.

12 This area is also California's bread basket,  
13 which grows the food that feeds California and the  
14 nation. The farms and fields in this area will be  
15 affected by the changing climate. In just 30 years,  
16 summer temperatures will rise by five to six degrees,  
17 less rain will fall, the snow pack will diminish and  
18 wildfire risks will increase. This area is already  
19 feeling these impacts, and the EPA needs to keep car  
20 standards strong, to make sure that the climate here  
21 doesn't get any worse.

22 In addition to causing these harmful effects,  
23 the proposal is legally wrong. EPA and NHTSA are  
24 required by law to set standards that achieve the  
25 greatest reduction in pollution and the greatest

1 improvements in fuel economy. This proposal does  
2 neither.

3 EPA's attempts to roll back California's waiver  
4 also has no legal basis and is flawed. Congress  
5 designed the California waiver to allow California to be  
6 the leader and lead the way in addressing the various  
7 environmental and climate conditions as described. And  
8 you've heard earlier today from folks from Cal EPA and  
9 also from various manufacturer associations that  
10 California standards and California programs do just  
11 that, they lead the way, they're innovators, they clean  
12 up the air. And EPA wants to take that away now.

13 So we call on EPA and NHTSA to do the right  
14 thing and to rescind their dangerous proposal and keep  
15 clean car standards in place. We need these now. We  
16 need these in California.

17 WILLIAM BARRETT: Thank you. Good morning.  
18 I'm Will Barrett, director of Clean Air Advocacy for the  
19 American Lung Association of California.

20 The American Lung Association is opposed to the  
21 proposal to roll back emission standards and to revoke  
22 California and state authority to adequately protect the  
23 health of our citizens against harmful pollution.

24 By design, the joint proposal would increase  
25 harmful pollutants, threaten public health and burden

1 communities most impacted by the oil industry with more  
2 toxic pollution.

3 The proposal ignores that climate-driven  
4 impacts are negatively impacting public health across  
5 the nation by creating conditions for greater exposures  
6 to wildfire smoke and ozone pollution and associated  
7 impacts to respiratory and cardiovascular health.

8 The proposal ignores the extreme air pollution  
9 challenge facing California and threatens to abandon  
10 fifty years of Clean Air Act precedent allowing states  
11 to protect their citizens.

12 The Lung Association opposes the proposed rule  
13 to roll back the existing carbon pollution standards.  
14 Transportation represents the leading source of carbon  
15 pollution that contributes to climate change that must  
16 be aggressively reduced to protect public health.

17 With alarming frequency, we see American lives  
18 lost and communities decimated by hurricanes and  
19 flooding, wildfires and mudslides and other  
20 climate-related extremes.

21 We cannot roll back the limited safeguards we  
22 have in place to fight climate change. The American  
23 Lung Association supports the implementation of our  
24 current vehicle emission standards and efficiency  
25 standards, as well California's stronger emission



1 standards.

2 The existing standards on the books now reflect  
3 the urgent action needed to protect public health  
4 against climate change.

5 U.S. EPA, NHTSA and California carefully  
6 researched and negotiated our existing standards with  
7 significant public and stakeholder input before they  
8 were adopted. These standards reduce pollution and  
9 improve mileage, and the industry has been meeting them  
10 ahead of schedule in a cost-effective manner.

11 By contrast, the proposed standards would see  
12 the nation consume an additional half million barrels of  
13 oil a day.

14 For communities already hit hard by the  
15 extraction, transportation and refining of petroleum  
16 products, this means more pollution.

17 In California, that means Richmond, Wilmington,  
18 Kern County and other communities will face increased  
19 risk from more carcinogens in their area and other toxic  
20 pollutions.

21 The American Lung Association strongly opposes  
22 the proposal to revoke the authority the Clean Air Act  
23 gives California and other states to protect our  
24 citizens' health.

25 Under the Act, California has historically set

1 stronger limits on vehicle emissions, and 12 states and  
2 the District of Columbia have followed California's  
3 lead.

4 This proposal departs from one of the most  
5 successful state and federal collaborations that has  
6 helped to ensure these states (Unintelligible). This  
7 collaboration must not change, and this proposal must  
8 not be allowed to interfere with the State plans to  
9 achieve clean air standards through California's  
10 stronger emissions and zero-emissions technology  
11 programs.

12 The American Lung Association urges EPA and  
13 NHTSA to withdraw this proposed rule, and instead work  
14 in cooperation with California to implement the existing  
15 state and federal rules in support of public health.

16 Thank you very much for your time today.

17 JOLEEN SIEBERT: Hello. My name is  
18 Joleen Siebert, and I'm from Reedley, California.

19 Thank you for this opportunity to offer  
20 comment. This testimony should be applied to the EPA  
21 and NHTSA dockets.

22 I'm a member of Public Citizen, and I'm here to  
23 today to speak out in opposition to Donald Trump,  
24 Andrew Wheeler and Heidi King's plan to throw America's  
25 clean car standards in reverse and launch an attack on

1 our health and pocketbooks.

2 I care, because we have dealt with terrible air  
3 pollution for years here in the San Joaquin Valley.  
4 This move by the Trump administration will not only  
5 pollute our air more and put our lives at risk, but it  
6 also force consumers to spend more on gas over the  
7 lifetime of their vehicles.

8 By rolling back America's clean car standards,  
9 the Trump administration is once again putting the  
10 interest of corporate polluter allies over the health of  
11 our families.

12 The clean car standards are the most effective  
13 policy we have on the books to fight climate change, and  
14 the transportation sector is now the country's largest  
15 source of the carbon pollution that causes climate  
16 change. Rolling back these standards would mean dirtier  
17 cars that pollute the air and jeopardize the health of  
18 millions of Americans, especially vulnerable communities  
19 and communities of color who are disproportionately  
20 harmed by air pollution.

21 We've learned from the extreme weather we've  
22 witnessed in recent years, including the wildfires we  
23 experienced in California and the weeks of smokey air we  
24 breathed here in the valley, that we need climate action  
25 now.

1 But the Trump administration's push for  
2 dirtier, less efficient vehicles would only pump more  
3 carbon pollution into our air, which could lead to more  
4 frequent and intense, extreme weather events that would  
5 devastate the lives and livelihoods that impact the  
6 communities.

7 The reality is that the clean car standards  
8 deliver safe, clean, fuel-efficient cars that families  
9 want and need. Automakers signed on to the clean car  
10 standards and were ready to build these better cars.

11 Smog and other emissions have been shortening  
12 our lives, even killing us for years. Now that we can  
13 build better, cleaner cars, we should build better,  
14 cleaner cars.

15 Automobiles on the road today demonstrate that  
16 increased safety and (Unintelligible) efficiency go hand  
17 in hand.

18 While Trump, Wheeler and King claim that  
19 rolling back clean car standards can make Americans  
20 safer, nothing could be further from the truth.

21 The truth is, this roll back isn't about making  
22 families safer; it's about doling out special favors to  
23 the auto industry.

24 Andrew Wheeler is also attacking states'  
25 authority (Unintelligible) standards on tailpipe

1 pollution, an unprecedented attack on public health, air  
2 quality and common sense.

3 States have had a long-standing authority under  
4 the Clean Air Act to adopt stronger tailpipe standards  
5 than those set by the federal government. We're proud  
6 that California, along with over a dozen other states,  
7 is leading the way by adopting strong tailpipe pollution  
8 standards that protect our citizens and the environment.

9 My father has to use two inhalers to breathe  
10 easily, and my great niece and nephews can't play  
11 outside on bad air days.

12 Americans deserve clear air. Keep the clean  
13 car standards.

14 RON FREUND: Good morning. My name is  
15 Ron Freund, chairman emeritus of the (Unintelligible)  
16 Auto Association and currently director. And also, with  
17 Plug In America, I'm director there.

18 I'm an engineer by training, and I'm here to  
19 state that the electric vehicle technology we're seeing  
20 popping up in California and nationwide, and especially  
21 even in China, works. I've been driving electric for  
22 20 years, and one of my cars is a 2002 Toyota electric  
23 vehicle, and it's still on the road. It's my daily  
24 driver. It works.

25 20 years ago, we started getting more and more

1 clean air days in the Los Angeles basin. As Mr. Nastri,  
2 from the earlier panel here testified, the air is pretty  
3 bad there. This year, in 2018, it's my understanding  
4 that we have achieved an horrible goal (sic); we failed  
5 to meet the federal standard for something like 87 days  
6 in a row. And this is the first time in 20 years we've  
7 gone backwards.

8 We urge -- Plug In America urges you to  
9 overturn this rule because it's going backwards. We  
10 want to go forward.

11 Electric vehicles are the future.

12 I just want to close quickly by asking you, we  
13 plug in our cell phones; right? We plug in our  
14 computers.

15 Why don't we plug in our cars?

16 MR. MORRISON: All right. Thank you.

17 If Panel 4 would make its way up, and Panel 5  
18 would move forward.

19 MEL HALL-CRAWFORD: Good morning. My name is  
20 Mel Hall-Crawford. I am the director of energy programs  
21 at the Consumer Federation of America based in  
22 Washington, D.C.

23 CFA is an association of more than 250  
24 national, state and local non-profit groups, which,  
25 since 1968, has sought to advance consumer interests

1 through research, education and advocacy.

2 CFA has been involved in fuel-economy issues  
3 for the past 15 years and opposes the administration's  
4 current proposal and roll back of fuel-economy  
5 standards.

6 And as a California resident looking to buy a  
7 new car, I am personally invested in having good, strong  
8 fuel-economy standards.

9 MR. MORRISON: I'm sorry, speaker.

10 Please if folks in the back could have their  
11 discussions outside, we really want to hear the  
12 witnesses. So anybody that needs to have a  
13 conversation, if you could please exit this hall.

14 This room echoes quite a bit, so we can hear  
15 you.

16 Thank you.

17 MEL HALL-CRAWFORD: Thank you.

18 There are four important points I'd like to  
19 make today.

20 First, the fuel-economy standards provide  
21 tremendous (Unintelligible) to consumers, saving them  
22 money at the pump. Since 2012, when the standards went  
23 into effect, the average efficiency of the American car  
24 fleet has risen by three miles per gallon. And so, for  
25 example, if a consumer purchased a car in 2017, he's

1 saving approximately \$200 a year at 2018 gas prices. A  
2 consumer will save over \$2,000 over the life of a  
3 vehicle after the cost of the fuel-saving technology is  
4 paid back. To roll back the standards will rob  
5 consumers of even greater savings.

6 On the macroeconomic level, money saved at the  
7 pump is being spent on other goods and services with  
8 greater multiplier effect, stimulating our economy,  
9 rather than going overseas to large oil companies.

10 Our analysis shows that for every one dollar of  
11 consumer pocketbook savings, we also find about 90 cents  
12 of macroeconomic stimulus.

13 Second, consumers support increased fuel  
14 economy in their cars and light-duty trucks. CFA has  
15 been polling the public for over the past decade and has  
16 found consistent, strong and broad support for  
17 increasing the fuel economy of vehicles and for the  
18 government to increase the fuel-economy standards. We  
19 specifically found support for the CAFE target of  
20 42 miles per gallon by 2025.

21 Safety has been a key rationale for this  
22 proposed roll back. CFA analyses has shown that Model  
23 Year 2018 vehicles are safer, cleaner and more  
24 fuel-efficient compared to their previous models. For  
25 example, all new 2018 vehicles now include 60 percent



1 more safety features, such as blind spot monitoring,  
2 automatic emergency braking compared to their  
3 prestandard counterparts.

4 The cost of fuel economy technologies in these  
5 cars, as well as the cost of these new safety features  
6 and other technology improvements, are (Unintelligible)  
7 by the gas saving provided by these newer, more advanced  
8 models.

9 Lastly, CFA supports the ability of states to  
10 lead on emissions standards that also results in greater  
11 fuel-economy savings for consumers, and according to our  
12 polling, so does the public.

13 States' rights have always been intent (sic)  
14 over public administration's, so it is contradictory for  
15 the Trump administration to propose revoking the  
16 authority of states to adopt a standard that addresses  
17 their unique air quality problems.

18 The California waiver is currently being used  
19 by 12 states and Washington, D.C., representing a 113  
20 (sic) Americans and over a third of the automotive  
21 market. We applaud these states for adopting an  
22 alternative standard in California's leadership, which  
23 is for innovation of hybrid and electric vehicles that  
24 save consumers even more money at the pump and relieve  
25 them from the volatility of gas prices.

1 MR. MORRISON: Sorry. We're out of time.

2 MEL HALL-CRAWFORD: Thank you.

3 So we oppose the proposed roll back and would  
4 like to retain the current standards that benefit  
5 consumers.

6 Thank you.

7 DAVID PETTIT: Good morning. My name is  
8 David Pettit. I'm a lawyer with the National Resources  
9 Defense Council, and I'd like to direct my remarks this  
10 morning to the (Unintelligible) issues and the DEIS, in  
11 particular.

12 Just for a bit of context, I guess, the DEIS,  
13 the greenhouse gas numbers -- reminds me of some  
14 concerts I went to when I was younger.

15 In terms of context, the greenhouse gas numbers  
16 that are positive in the DEIS are really astonishing.  
17 By looking at Page 5-31 of the DEIS, there's a table at  
18 the bottom. And these are your numbers. These are  
19 government numbers, not our numbers. And as you can  
20 see, in the year 2100, they pause at a GHG level of over  
21 789 parts per million. Now, we're just a little bit  
22 over 400.

23 That will lead in terms of the -- what the  
24 United States looks like through unbelievable health  
25 (Unintelligible) in terms of agriculture and our economy

1 in general, and every alternative that's proposed to the  
2 DEIS makes that worse.

3 And again, these are not my numbers. These are  
4 the government's numbers that are on the table that I  
5 just referenced.

6 Also, in terms of criteria pollutants,  
7 Wayne Nastri testified in the first panel. He's the  
8 head of the South Coast AQMD. I do air quality work in  
9 that district, and I know that South Coast is way behind  
10 the eight ball in obtaining -- attaining for the ozone  
11 standards of 2023, because the projections of the  
12 additional emissions associated with upstream mobile oil  
13 refining -- oil refining, meaning and there's a lot of  
14 oil refineries in South Coast -- this roll back will  
15 make his job a lot worse and make the atmosphere that  
16 people breathe every day in Los Angeles worse. The  
17 prior speaker referred to 87 straight days of violating  
18 the ozone standards. That's the new reality in South  
19 Coast.

20 In addition, the DEIS issue (sic) should be  
21 withdrawn, because it's based on an improper narrow  
22 purpose and an impact statement, again, based, I think,  
23 on the erroneous assumption that the government -- that  
24 your agencies can ignore EPCA (phonetic) and ESA if you  
25 just have a different feeling about whether there's

1 still a need for energy conservation and saving oil. I  
2 don't think you have that discretion, but that infects  
3 the entire DEIS. It fails to consider a reasonable  
4 range of alternatives, including alternatives that  
5 increase the stringency of the augural standards. It's  
6 based on faulty, unintelligible and result-oriented  
7 modeling. You've probably seen the EPA -- long EPA memo  
8 on the docket tearing apart its modeling that went into  
9 the DEIS. It fails to take a hard look at direct,  
10 indirect and human impacts and contains a factually  
11 inaccurate environmental justice analyses.

12 On the last point -- well, I'll stop there.  
13 Our view, just in general, is that the DEIS needs to be  
14 withdrawn.

15 Thank you.

16 GEORGE BARRETT: Yes, I'm George Barrett, and  
17 I'm really going to ask you to help me with this one, at  
18 least briefly.

19 What I'd like you to do is to just relax,  
20 everyone, and take a deep breath, please. Take a deep  
21 breath and don't talk back there.

22 I'm wearing multiple hats. I'm a Ph.D. in  
23 psychology. I'm also the past 30-year coach of the  
24 biggest running club in Northern California, so air  
25 quality has been life and death, both personally and in

1 my recreation pursuits. I've run 137 official  
2 marathons. I've run over 137,000 miles in the  
3 Sacramento region.

4 And what I'd like you to think about, and for  
5 our panel -- our representatives to think about, why do  
6 you go to the ocean? Why do you go up into the  
7 mountains? Because when you're there, the air feels  
8 different; it's fresh, it's clean.

9 In the valley, here, as multiple speakers have  
10 reminded us, we don't have that opportunity. The air is  
11 compromised.

12 As a psychologist, what I want to share with  
13 you and our EPA, NHTSA representatives is we habituate  
14 to that pollution, and we cease to notice it. But it  
15 impacts us. And that's what our medical staff have been  
16 telling us about. It's killing us.

17 I started our youth program for the running  
18 group. I mean, I have -- in my tenure as coach, our  
19 group went up to a thousand adult members training for  
20 marathons regularly. And I started our youth program.  
21 We have 50 to 60 kids in the Sacramento area that are  
22 running regular workouts. We need clean air. I didn't  
23 have kids, but most of you do, and I hope our panelists  
24 from the national headquarters do, because these are the  
25 things we can do for the next generation.

1           My parents were heavy smokers before they  
2       recognized how bad that was. And when I got into  
3       running, and went through an exercise physiology  
4       assessment, I only have 70 percent normal adult lung  
5       function, because of the permanent damage from that air  
6       pollution.

7           And I remember, because some of us --  
8       particularly in the non-science community that might  
9       make judgments -- don't recognize, we are in an  
10      ecosystem. Everything we do -- and the question about  
11      the proportion of impact from farms versus cars, it  
12      really, in part, doesn't matter, because it's all one  
13      system, and we need to be as clean and as healthy as  
14      possible. Those farms need to produce the food for this  
15      country and the world, and we can continue to improve  
16      the cars and the vehicles we drive.

17           Turning back these regulations is a huge  
18      mistake.

19           Thank you.

20           KATHERINE STAINKEN: Good morning. My name is  
21      Katherine Stainken, and I'm the policy director with  
22      Plug In America, a non-profit that represents the voice  
23      for the plug-in electric vehicle drivers in California  
24      and across the country and all 50 states.

25           Thank you for the opportunity to comment

1 today.

2 On behalf of the nearly one million electric  
3 vehicle drivers on the road today, we strongly oppose  
4 the Safer Affordable Fuel Efficient Vehicles proposed  
5 rule. Not only does this new proposal increase  
6 emissions from tailpipes (Unintelligible) poor air  
7 quality, as mentioned it increases health risks.

8 The proposal to revoke the authority states  
9 have to set their own strong (sic) limits on tailpipe  
10 pollution would undermine the growth of the electric  
11 vehicle market and slow adoption of these clean  
12 vehicles.

13 Plug In America stands here today to defend  
14 clean air, national security, public health, the global  
15 climate and American competitiveness and innovation from  
16 the devastating effects the proposal would have.  
17 Weakening vehicle standards would completely undermine  
18 the global competitiveness of the U.S. auto industry and  
19 stifle innovations at a time when the rest of the world  
20 is moving away from polluting vehicles.

21 The largest auto markets in the country are  
22 moving -- in and around the world are moving toward  
23 cleaner, more efficient vehicles, including China and  
24 countries in Europe. In fact, some countries are  
25 considering or have implemented bans on gas cars in

1 favor of electric vehicles.

2 Your proposal also threatens to revoke the  
3 authority that states, like California, have set strong  
4 standards for itself, and 12 other states that follow  
5 California rules. Revoking this authority doesn't help  
6 anyone; it just hurts the American people. In fact, as  
7 was already mentioned, Southern California just had  
8 87 days of smog, the longest streak of bad air in  
9 decades. California absolutely needs to be able to  
10 examine its own air quality and set tailpipe standards  
11 specific to the state's needs.

12 You also state in your proposal that the  
13 zero-emission vehicle standard is inconsistent with  
14 Section 202(a) of the Clean Air Act, because it is  
15 technologically infeasible with not enough lead time  
16 (Unintelligible) necessary technology.

17 Those one million American electric vehicle  
18 drivers that we represent would like to tell you that  
19 the last time we checked, our electric vehicles are  
20 indeed technologically feasible and work just fine; in  
21 fact, better than gas cars.

22 Electric-drive technology is nothing new. In  
23 fact, it has been around since the mid-1800s. Every  
24 automaker has at least one if not multiple makes or  
25 models of electric vehicles on the market today, and I



1 can show you this in this lovely brochure.

2 Your proposal has run counter to what Americans  
3 actually want. Americans want clean air. Americans  
4 want clean cars.

5 In the first half of 2018, sales of light-duty  
6 electric vehicles were up 40 percent over the previous  
7 year, which is phenomenal growth.

8 So I'll say it again, Americans want clean air.  
9 Americans want clear cars.

10 I strongly oppose the Safer Affordable Fuel  
11 Efficient Vehicles Rule.

12 RYAN SCHUCHARD: Good morning. My name is  
13 Ryan Schuchard, policy director for CALSTART. I'm here  
14 to ask you to withdraw the roll back.

15 CALSTART is a national membership organization  
16 dedicated to growing the clean transportation  
17 technologies industry. We have more than a hundred  
18 (Unintelligible) companies, including leading automakers  
19 automotive suppliers, vehicle manufacturers  
20 (Unintelligible), and working for over 25 years to  
21 advance new technologies with the understanding that  
22 environmental protection and economic growth can go  
23 together.

24 Globally, cars are becoming more efficient  
25 every year. And at the same time, the industry is

1 undergoing rapid change due to complements of major  
2 quick technology advances in batteries, computing and  
3 (Unintelligible) materials. There's a broad  
4 defense therefore that automotive industry will see  
5 more change and innovation than it has in the last 100  
6 years.

7 Automakers and suppliers are responding to that  
8 by making significant advancements in technology that  
9 improve efficiency of cars and light trucks, and these  
10 companies understand that those who lead this revolution  
11 will be the winners.

12 American companies are in a race, but they  
13 cannot develop advanced technology overnight. Major  
14 investment in research and technology (Unintelligible)  
15 last seven to ten years or more for investment.

16 In fact, many companies (Unintelligible) how to  
17 meet the 2025 targets have already been made,  
18 investments have already occurred and the technology is  
19 (Unintelligible) to the market. So when we talk to the  
20 auto industry, we (Unintelligible) undermines their  
21 investments.

22 This past spring, we commissioned  
23 (Unintelligible) suppliers on their views on the  
24 standards, and we published a study.

25 Due to the findings, (Unintelligible) the

1 current 2021 standards -- 2021 to '25 standards either  
2 need to be continued and strengthened, Number 2, 84  
3 percent have agreed that the standards (Unintelligible),  
4 and a full 95 percent agreed that more ambitious  
5 fuel-economy standards encourage innovation in the U.S.

6 Why are they (Unintelligible) stronger  
7 efficiency? It's, in part, because existing U.S. light  
8 duty vehicles of 2025 standards are in line with those  
9 created by other (Unintelligible), creates a common  
10 framework (Unintelligible).

11 Just a little closer to Fresno, to where we are  
12 today, California's policies have been very successful  
13 in stimulating the market nationally. Other states have  
14 taken up this lead, creating more options for consumers  
15 and (Unintelligible). To that end, a real bright spot  
16 (Unintelligible) the Silicon Valley.

17 I'll just close by saying that stronger fuel  
18 standards are good for business, and the industry wants  
19 the regulatory certainty, but new technology requires  
20 long lead times.

21 (Unintelligible) is bad for business and  
22 something the EPA gets incorrect. So with that, we  
23 respectfully make the following request:

24 Number 1, the EPA should withdraw it's  
25 (Unintelligible).

1           Number 2, we do strongly encourage the agencies  
2           to (Unintelligible) support to create a single set of  
3           standards. And working together, we think we can be the  
4           best, most effective.

5           Thank you very much.

6           JUAN CARLOS PEREZ: Good afternoon. My name is  
7           Juan Carlos Perez. I'm the director of advocacy with  
8           GreenLatinos.

9           Thank you for the opportunity to provide  
10          comment in today's public hearing.

11          As mentioned, I'm here today with the group,  
12          GreenLatinos. We are a national organization of  
13          environmental and (Unintelligible) addressing national  
14          and regional environmental and natural resource issues  
15          that significantly impact all Americans, but  
16          disproportionately impact the health and welfare of the  
17          Latino community.

18          The administration's proposal to roll back  
19          industry standards and (Unintelligible) CO2 levels is  
20          yet another (Unintelligible) oil and gas industry and  
21          put the public health and well-being of Americans at  
22          risk by exposing us to increased pollution and poor air  
23          quality standards.

24          Transportation (Unintelligible) carbon  
25          pollution, and it's common sense for emission standards

1 (Unintelligible) to reduce their impact on our  
2 environment. In fact, the carbon emission standards  
3 have been labeled as the best climate policy in our  
4 country to date.

5 The driving efficiency of the White House EPA  
6 greenhouse gas (Unintelligible) calculator estimated  
7 that the carbon emission standards (Unintelligible) 6  
8 billion tons of carbon pollution by the year 2025. That  
9 is equal to 1,746 coal fire plants (Unintelligible) per  
10 year.

11 Rolling back these standards would mean dirtier  
12 cars (Unintelligible) air and jeopardize the health of  
13 millions of Americans; especially, the 25 million  
14 Americans who suffer from asthma, of which 6 million are  
15 children. Furthermore, this number goes further, as  
16 50 percent of Latino children are more likely to die  
17 from asthma and are (Unintelligible) compared to their  
18 non-Hispanic counterparts.

19 The Latino community already pays  
20 (Unintelligible) when it comes to respiratory illness.  
21 One in two Latinos in the U.S. live in counties that  
22 consistently violate air quality standards, leading to  
23 increased respiratory illness and asthma within our own  
24 community.

25 This roll back of carbon emission standards

1 (Unintelligible) impacts the community -- the health of  
2 those communities and the extreme weather  
3 (Unintelligible) that we have witnessed to date,  
4 including the hurricanes from last year, with Harvey,  
5 Irma, and Maria. And this year with Florence.

6 In closing, I am here as a personal citizen,  
7 but also, again, as GreenLatinos to oppose the SAFE --  
8 the SAFE emission standards proposed by the EPA  
9 administration to roll back the carbon emission  
10 standards.

11 During the first 20 months of this  
12 administration, we have seen ongoing attacks on  
13 regulations that attempt to improve air quality in our  
14 environment. This is another example of the -- it adds  
15 to the examples of the U.S. (Unintelligible) and now  
16 this as an added proposal.

17 So again, as GreenLatinos, we strongly reject  
18 the proposal on the roll back of the carbon emission  
19 standards.

20 MARC GELLER: Hello. My name is  
21 Marc Geller. I'm the vice chair of the Electric Auto  
22 Association, 50-year-old national nonprofit with over 70  
23 chapters in the United States, some in foreign countries  
24 and 16 here in California.

25 I've been driving an electric car since 2001.

1 I got my first electric car as a result of the smart ZEV  
2 mandate policy of the State of California, the Air  
3 Resources Board.

4 In 2003, the automakers and the State tried to  
5 kill the electric car. We fought that policy change,  
6 and we fought the carmakers that took away many of our  
7 electric cars, as documented in the movie, the award-  
8 winning movie that I'm in, Who Killed the Electric Car.

9 16 years and 100,000 miles later on the  
10 original battery, I still drive that great electric car  
11 today. Today's hundreds of thousands of drivers of  
12 electric cars, nearing a million, now in partnership  
13 with the State of California, will fight to maintain our  
14 right to clean, electric cars.

15 The new policies proposed by the EPA take us  
16 backwards in terms of air quality, in terms of the  
17 health of our people, in terms of national security, and  
18 economic development. We will not go back to the days  
19 of no consumer choice.

20 The proposed rule should be withdrawn.

21 Thank you.

22 SAMUEL MOLINA: Morning everyone. My name is  
23 Samuel Molina --

24 MR. POWELL: Excuse me, could you wait.

25 SAMUEL MOLINA: Good morning, everyone. My

1 name is Samuel Molina. I'm a veteran, born and raised  
2 here in Fresno, California, along with the state  
3 director of Mi Familia Vota. We are a national  
4 non-profit organization.

5 Thank you for this opportunity to comment.

6 I'm here today to speak out in opposition to  
7 Donald Trump, Andrew Wheeler and Heidi King's plan  
8 (Unintelligible) unprecedented attack on our health.

9 I come here representing the 600,000 residents  
10 in the central valley that have asthma and have  
11 (Unintelligible) ever seen.

12 I recall having my first asthma attack while  
13 sitting in my economics class my senior year. I  
14 remember not being able to breathe. For a little bit, I  
15 did not understand what was happening to me, I began to  
16 panic. Fortunately, I was able to borrow an inhaler  
17 from a friend, which has sustained me.

18 As an asthmatic, I completely understand the  
19 necessity to maintain our clean air standards, and the  
20 importance of cutting our emissions so that our children  
21 can breathe cleaner air.

22 CO2 emissions exacerbate climate change. Here,  
23 in California, it has even brought the central valley to  
24 its knees. Between 2007 and 2009, Governor  
25 Schwarzenegger issued four executive orders to address



1 California's drought. And within the last two years,  
2 Governor Brown has held a state of emergency for  
3 California because of its drought conditions, and the  
4 low-water (sic) restrictions have been lifted for the  
5 rest of the state. They have not been lifted for the  
6 central valley.

7 We have farmers complaining that there isn't  
8 enough water for crops, while other communities do not  
9 have enough water to shower, drink or wash clothes.

10 In 2015, California lost more than 24,000 jobs  
11 and more than half a million acres of farmland due to  
12 the drought. This is as a great result of the heat  
13 waves we suffered through each summer in the central  
14 valley.

15 We need to take stronger actions to curb  
16 climate change. Climate change, that which our own  
17 military has stated is the Number 1 threat to our  
18 national security. We need to oppose the  
19 administration's proposal of the SAFE rule.

20 Thank you.

21 DAVID REICHMUTH: Good morning. My name is  
22 David Reichmuth, and I'm a senior engineer with the  
23 Union of Concerned Scientists.

24 We oppose changes to weaken vehicle emission  
25 standards at the national level and any change to

1 California's ability to set standards. These standards  
2 are vital to avoid the worst impact of climate change  
3 and to allow the state to meet air quality standards.

4 The federal Clean Air Act gives clear authority  
5 to California to set its own strong mission standards  
6 from waivers. In the proposed rulemaking, the EPA  
7 incorrectly asserts that California's authority is not  
8 applicable to global warming pollution. The proposed  
9 rule also asserts that California's ZEV program would  
10 not reduce pollution, despite the finding of the  
11 California Air Resources Board that the ZEV program by  
12 2030 will reduce smog-forming pollution in the state by  
13 10 tons per day beyond the existing tailpipe standards.  
14 It is entirely inconsistent with the Clean Air Act to  
15 remove needed regulations, and there is no evidence  
16 supporting the unprecedented withdrawal of the properly  
17 granted waivers.

18 ZEVs will lower greenhouse gas emissions and  
19 smog-forming pollution. For example, the average  
20 plug-in vehicle in California produces global warming  
21 emissions equal to a 109-miles-per-gallon gasoline car.  
22 When considering the emissions from driving, gasoline  
23 production, and electricity generation, air pollution is  
24 also reduced, and it's estimated that the electric  
25 vehicles would displace statewide annual passenger

1 vehicle emissions of over 1200 tons of reactive organic  
2 gases and 720 tons of nitrogen oxides by 2030. For  
3 these reasons, California's State Implementation Plan  
4 for meeting your federal air quality standards relies  
5 heavily on electrification programs including ZEV. This  
6 is not about the aesthetics of brown skies; state health  
7 statistics show that more than one in five children have  
8 or have had asthma in the San Joaquin Valley. Your  
9 agencies' decision directly risks the health of  
10 Californians.

11 ZEV is a policy that is working. While the  
12 rule calls ZEV regulations, quote, "overly ambitious,"  
13 automakers to date have substantially over-complied  
14 with the requirements. Plug-in sales in California are  
15 over six percent in 2018, showing the requirements are  
16 achievable. Consumers also benefit. Our analysis of  
17 gasoline prices and recharging costs shows that EV  
18 drivers could save, on average, \$800 in annual fuel  
19 costs.

20 Rolling back vehicle standards threatens  
21 innovation and American automotive leadership. It  
22 threatens consumers who will pay more and have fewer  
23 choices to reduce the gasoline use. And it threatens  
24 our well-being by accelerating climate change and  
25 reducing air quality. NHTSA and EPA should retain the

1 existing standards and comply with the Clean Air Act  
2 requirements, allowing California to enforce vehicle  
3 emission standards to protect our health and welfare.

4 Thank you.

5 DON GAEDE: Good morning. My name is  
6 Don Gaede, and I practice internal medicine and vascular  
7 medicine right here in Fresno. I'm also  
8 secretary/treasurer of our Fresno (Unintelligible)  
9 society. I grew up right here in Fresno, and I've been  
10 seeing patients here for over 35 years. Every day I see  
11 people suffer from asthma, COPD, heart disease. And on  
12 bad air days, their breathing is significantly affected  
13 by high levels of pollution, much of it due to vehicle  
14 emissions, as Dr. Vempilly pointed out.

15 I'm actually very happy that the EPA,  
16 Environmental Protection Agency, is reviewing this  
17 proposal from the Trump administration.

18 The environment here in the central valley, the  
19 air we breathe is in serious need of protection.  
20 According to the American Lung Association's annual  
21 state of the air, four out of ten of our nation's  
22 cities, the worst air quality, the highest concentration  
23 of ozone and particulate matter are located right here  
24 in the San Joaquin Valley. So you came to the right  
25 place to have this hearing.

1 I'm also happy that, according to its website,  
2 the EPA is returning to it's core mission, which is,  
3 quote, protecting human health environment. Great. The  
4 website states that the EPA is committed to providing  
5 clean and safe air, water, and land for all Americans.

6 Well, for those of us who breathe the air of  
7 our central valley, the EPA has a lot of work to do  
8 right here. I don't get angry very often, as my friends  
9 can tell you, but this proposal has got me pretty angry.  
10 The new proposal makes it -- our central valley  
11 environment, the air we breathe, worse, even undermines  
12 our efforts to clean up our air and make it easier for  
13 our residents to breathe. And it undermines national  
14 efforts to increase the fuel efficiency of cars and  
15 light trucks. According to the EPA's summary of overall  
16 impacts, the new proposal will have no noticeable impact  
17 to net emissions of smog-forming or other criteria or  
18 toxic air pollutants.

19 I beg to differ. We already have hundreds and  
20 thousands of cars and light trucks that drive our valley  
21 roads every day. Each year there are more of them on  
22 the road, traveling more miles per person each year.  
23 Weakening the fuel-efficiency goals will significantly  
24 impact our valley air for the worst.

25 According to the EPA summary of consumer

1 impacts, rolling back the emission standards will  
2 prevent 1,000 motor vehicle deaths per year. This  
3 estimate is questionable due to crude (sic) designs of  
4 smaller vehicles; furthermore, heavier vehicles do not  
5 brake as well as lighter ones and roll over more easily.

6 Also consider this: According to the in-depth  
7 study by scientists at Cal State Fullerton, 1300  
8 residents of our valley die prematurely every year due  
9 to air pollution. The estimated air pollution costs our  
10 valley about \$3 billion each year.

11 So exactly who does this new proposal benefit?  
12 Not my patients who have to breathe our polluted air.  
13 Not our children who risk growing up with stunted lungs  
14 from breathing too much ozone-contaminated air. Not the  
15 hundreds of thousands of people with asthma in our  
16 valley, many of them children. Not my elderly COPD  
17 patients who end up in the emergency room more often  
18 during bad air days.

19 As you consider this proposal, please remember  
20 your core mission, the EPA's core mission, to protect  
21 our environment and to protect our health.

22 If you do, then I will thank you. And more  
23 importantly, my patients will thank you.

24 GENEVIEVE GALE: Thank you.

25 Hello. My name is Genevieve Gale. I live in

1 Fresno, California, and I'm a policy associate for  
2 Central Valley Air Quality Coalition, also known as  
3 CVAQ.

4 CVAQ is a partnership of more than 70 public  
5 health, environmental justice groups, all committed to  
6 the pursuit of clean and healthy air for San Joaquin  
7 Valley residents.

8 This region is the most polluted air basin in  
9 the nation for fine particle pollution. We are home to  
10 the highest childhood asthma rates in the nation, and we  
11 suffer alongside the Los Angeles air basin with high  
12 ozone summers.

13 CVAQ represents the valley's asthmatic children  
14 who cannot go outside to play during recess. We  
15 represent the elderly who have to wear face masks just  
16 to go grocery shopping. We represent those with heart  
17 and lung diseases, the farm workers and the outdoor  
18 workers who literally cannot escape smog, and those  
19 who have lost loved ones too early. And I represent  
20 myself, who has to check the air quality every day to  
21 see if I can ride my bike to work. It is not safe  
22 today, it was not safe yesterday, and it was not safe  
23 the day before.

24 CVAQ would like to express our strong  
25 opposition to the proposed repeal of (Unintelligible)

1 standards and the regulations of California's fuel  
2 economy waiver. A repeal of these standards and of our  
3 waiver would undoubtedly lead to more air pollution in  
4 the valley and the state.

5 CVAQ has been working diligently with local,  
6 state and federal agencies to devise a plan that will  
7 bring this valley into a (Unintelligible) with federal  
8 health standards to fight particle pollution. We have  
9 just now found a path forward to clean air. But with a  
10 repeal of this magnitude, we and this region will be set  
11 back. This means more asthma attacks, more heart  
12 attacks and more premature deaths for no good reason.

13 Moreover, these proposed actions will severely  
14 undermine California's ability to reduce potent  
15 greenhouse gases. Valley residents already suffer from  
16 impacts linked to climate change, such as severe  
17 drought, increased wildfires and wildfire smoke  
18 inhalation and increased ozone pollution. Our  
19 over-burdened basin cannot afford additional and  
20 unnecessary air pollution.

21 For these reasons, we believe the standards of  
22 California's waiver should not be repealed, but  
23 continued.

24 Thank you.

25 MR. MORRISON: We have Panel 6 here. If Panel



1 7 and 8 can move up to the staging area, that would be  
2 much appreciated.

3 I was asked by the court reporter if folks can  
4 speak directly into the microphone. If you have written  
5 statements with you, if you can provide that to the  
6 court reporter. That would clarify the transcript.

7 ARA GUEKGUEZIAN: I am Ara Guekguezian. I'm  
8 the interim pastor of Community United Church of Christ.  
9 I have been a pastor here in Fresno since the year 2000.  
10 I am also here as we work with California Interfaith  
11 Power & Light. That's a core commitment of Community  
12 United Church of Christ, our congregation. We went  
13 solar over 20 years ago.

14 As a pastor, I'm a story teller. I'm not a  
15 scientist or anything, but there are two stories. One  
16 that took place in 2001, I had commented on how  
17 beautiful the Sierras look to one of my congregants. He  
18 said he had grown up here in the valley. He said, "When  
19 I was a kid, I never saw the Sierras."

20 There's been a huge improvement in what we see  
21 in this valley over the past generation, and now in  
22 2018, I moved into this interim position, and I use the  
23 same -- I have the same e-mail address as the pastor who  
24 just left. He would get the smog and ozone alerts from  
25 the school that the children attended, three times or

1 four times a day.

2 I know that was a significant reason why he  
3 searched for another call because the air quality in  
4 this valley was affecting his children in the way they  
5 could live and move and be. My concern is why are we  
6 proposing a step back? It seems un-American for our  
7 ideals of the nation.

8 Our reality is we're human beings. We deal  
9 with fear. We have a sense of scarcity. There just  
10 isn't enough. The truth of the matter is that, you  
11 know, if we have a problem, we work harder at it. We  
12 get better at it, and we have gotten better in -- even  
13 in this valley over the past 40 years, as far as living  
14 cleaner lives, and we anticipate that we would continue  
15 to do that.

16 Just last week I was at a stoplight where there  
17 were two left turn lanes and both cars in front of me  
18 were electric vehicles. I drive a hybrid. I haven't  
19 stepped that far up yet, but I'm going to. I'm hoping  
20 to, but I don't like throwing things away. It's not  
21 good stewardship.

22 I think for our nation, we have the needs, the  
23 abundance to be better stewards to use our -- to be our  
24 best selves. Thank you.

25 ALI MIRZAKHALILI: Good morning. I am Ali

1 Mirzakhilili. I am with Oregon DEQ. We have far more  
2 extensive written comments for later.

3 The Federal Clean Air Act states except for  
4 California, from establishing their own vehicle  
5 admission standards. Section 177 of the act permits  
6 other states to adopt and California is a more  
7 protective rule. Oregon has a Section 177 states in  
8 2005, as it recognizes the need to remove vehicle  
9 pollution and reduce greenhouse gases and other air  
10 pollutants from vehicles.

11 EPA proposes to roll back vehicle greenhouse  
12 standards and take away Oregon's ability to exercise its  
13 rights of the Clean Air Act to benefit from California's  
14 leadership is not acceptable to Oregon. EPA 2016  
15 midterm evaluation, which concluded that the standards  
16 were appropriate and achievable was informed by a robust  
17 process. Nothing has changed since then.

18 Oregon is counting on the most region standard.  
19 Oregon has an aggressive long-term greenhouse gas  
20 emission reduction rule, 75 percent below 1990 levels by  
21 2015. Transportation is the single largest source of  
22 GHG emission, nearly 40 percent. To meet our climate  
23 goal, we need approximately 30 million reductions that  
24 are as a result of the low zero admission components of  
25 the California program through 2035. Oregon has a new

1 goal of registering 50,000 electric vehicles by 2020 and  
2 a recently adopted rebate program to support that goal.

3 So lowering the vehicle standards now will  
4 significantly wear down our efforts. Oregon is impacted  
5 by climate change, which is primarily caused by human  
6 activity. We have seen an increase in the number of  
7 intensity of forest fires. Last year, Oregon  
8 experienced 2,000 wild fires and 665,000 acres of forest  
9 and range land. It caused the state nearly half a  
10 billion dollars to suppress these fires. Smoke from  
11 these wild fires has caused the Southern California  
12 community of Medford, that experienced 34 days of  
13 unhealthy or hazardous levels of air pollution this past  
14 year.

15 We have adopted state programs to lower carbon  
16 intensity of our transportation, fuels and to reduce  
17 vehicles and electricity, but we must continue to have  
18 the cleanest and most efficient passenger cars and  
19 trucks available in Oregon to avoid the worst affects of  
20 climate change.

21 We do not believe in the EPA's ill advised and  
22 wrought proposal that rolls back years of processes and  
23 takes away the state's rights. We need to protect  
24 California and Oregon. Thank you.

25 JERRY CLEMENS: I'm not familiar. I don't have

1 a clue what I'm doing. I'm just here anyway.

2 My name is Jerry Clemens. I'm from San Luis  
3 Obispo, California. I happened to receive an e-mail  
4 from the Consumer Union about this conference. God,  
5 I've got to take this opportunity to speak. This is  
6 really an important -- this is an important issue to me  
7 and to a lot of people. Well, to the world as well.  
8 This is an important issue.

9 Anyway, I just want to thank you for this  
10 opportunity to offer comment, and this testimony should  
11 be applied to the EPA, NHTSA area. I am here today to  
12 say I'd like to see the DOJ and EPA maintain or increase  
13 fuel efficiency in automobiles and other forms of  
14 transportation.

15 This allows me to have more disposable income.  
16 When I have more disposable income, I can, you know,  
17 keep local businesses in business, you know? We all  
18 want to see businesses thrive.

19 Let's see. I'm here today to speak out in  
20 opposition of plans to reverse admission standards. I  
21 would like to see -- I guess I'm repeating myself.

22 I do a lot of travelling to doctors across  
23 California. I do have a mild case of COPD, and I have  
24 had a head injury. And so a lot of my specialists are  
25 throughout the state.

1           The standards are lower, that would mean -- I  
2     take a lot of gas to, you know, to fuel the car, you  
3     know, because of all of this travelling, and if  
4     standards are lowered, more gas will be needed to put  
5     into my car, which has an impact on my standard of  
6     living.

7           I already have to choose sometimes between gas  
8     and paying for other essential items on a monthly basis.  
9     I spend more in gas sometimes than I do on food. I  
10    won't go into that, but I'm just saying.

11          Any highway, right now I'm getting 28 miles per  
12    gallon in my car. At one time I used to get 40 in my  
13    old car. I loved getting 40 miles per gallon. Anyway,  
14    I had friends that wanted me to say that he has a Ford  
15    F-150 pickup. He's getting 20-some odd gallons right  
16    now. It's a newer Ford. He used to get more and what  
17    he needs it for is his work. Anyway, his point is that  
18    he would still be willing to pay more, you know, to have  
19    better quality vehicles, and anyway.

20          I'm just going to say this, most importantly,  
21    it's time we think about the effects our decisions have  
22    on the planet. I don't know if you happen to be a  
23    Christian. Moses tried to warn his tribes about what  
24    was happening, now they dismissed his warnings, just  
25    like I feel that the administration is dismissing the

1 warnings that our planet is killing us and our planet  
2 and people are in trouble, and the decisions you choose  
3 to make will and can negatively affect all of our  
4 families. Thank you.

5 MEREDITH HANKINS: Good morning. My name is  
6 Meredith Hankins, and I'm here today to testify against  
7 the proposed SAFE Rule, both as an asthmatic Los Angeles  
8 resident who suffered through the 87 straight days of  
9 ozone violations this summer, and as a legal scholar at  
10 the Emmett Institute on Climate Change and the  
11 Environment at UCLA School of Law.

12 That institute will be submitting more detailed  
13 written comments, but I am here today to emphasize a few  
14 key reasons why we believe the proposal is wrong, both  
15 as a matter of policy and as a matter of law.

16 I'll particularly be focusing on the proposal  
17 to revoke California's waiver and in particular the  
18 claim that California does not have compelling and  
19 extraordinary circumstances justifying its standards.

20 First, EPA has no legal basis under the Clean  
21 Air Act to invoke an existing waiver. The plain text of  
22 the waiver provision contains no criteria for invoking a  
23 waiver. Instead, it only gives EPA the authority to  
24 grant or deny a waiver of preemption once California has  
25 adopted new standards.

1           As detailed by NYU's policy of integrity, the  
2 clean air history likewise does not demonstrate any  
3 intent to authorize EPA to revoke a waiver once granted.  
4 Furthermore, if the EPA possessed authority to revoke a  
5 waiver previously granted, that would be limited to  
6 specific grounds to deny a waiver providing by the Texas  
7 Clean Air Act, none of which apply here.

8           California continues to have extremely  
9 compelling and extraordinary circumstances justifying  
10 the state's need for its own motor vehicle standards,  
11 both for criteria pollutants like NOx and greenhouse  
12 gases like CO2. The California Air Resources Board  
13 estimates that 12 million Californians currently live in  
14 areas that exceed National Ambient Air Quality Standards  
15 for ozone and PM2.5, breathing in unhealthy air every  
16 day that worsens their risk for asthma attacks, reduces  
17 lung function, and increases the risk of cardiovascular  
18 disease.

19           California currently has the only two areas  
20 designated extreme nonattainment, the only two severe  
21 nonattainment areas, and four out of the five areas  
22 designated moderate nonattainment in the entire country  
23 for the eight hour ozone NAAQS. California's ozone  
24 nonattainment problems are only exacerbated by climate  
25 change, as scientists predict our climate will become



1 more and more conducive to ozone formation as more  
2 greenhouse gases are emitted into our atmosphere.

3 Replacing fossil fuel vehicles spewing NOx and  
4 other smog precursors with zero emission vehicles is a  
5 crucial part of California's plan to meet the ozone  
6 standards in Los Angeles and here in the San Joaquin  
7 valley. But EPA is proposing to revoke California's  
8 waiver for the ZEV program. Revoking any part of the  
9 2013 waiver will hamstring California's ability to  
10 regulate motor vehicle emissions, forcing those 12  
11 million Californians to continue breathing unhealthy air  
12 for the foreseeable future. It's not just California.  
13 Revoking California's waiver likewise hobbles the nine  
14 other states that rely on the ZEV program in their own  
15 state implementation plans, which as EPA admits will  
16 force the agency to put out a call for revised plans  
17 since it's unclear how these states will come into  
18 attainment with the ozone NAAQS without the ZEV program.

19 As we will detail more fully in written  
20 comments, the Emmett Institute believes California  
21 continues to meet all statutory criteria necessary for  
22 the waiver received in 2013. Revoking any part of  
23 California's waiver is contrary to the law, and  
24 dangerous for the public health of all Californians.  
25 Thank you for your time.

1                   MICHAEL MORRISON: Panel seven.

2                   SEAN DONAHUE: Thank you. Good afternoon, I'm  
3 Sean Donahue. I'm an attorney and I often represent  
4 nonprofit organizations including the Environmental  
5 Defense Fund and climate and clean air cases.

6                   I'm speaking today as a parent and a member of  
7 the public. Despite years of continual progress and  
8 cutting pollution and improving fuel economy, despite  
9 engineers improving and making cars cheaper and cleaner  
10 to operate despite years of strong auto sales under  
11 tighter pollution standards and in the face of our  
12 gravest environmental threat.

13                  The agency has proposed to flat line greenhouse  
14 gas and economy standards for six years. Nothing  
15 remotely like this is necessary. Instead, as the agency  
16 has found less than two years ago, maintaining or  
17 strengthening existing standards is feasible and  
18 affordable. To make matters worse, even as they shirk  
19 their duties, the agency's proposed block of California  
20 and other states from protecting their own people and  
21 fostering innovation in accordance with the historic  
22 function of the Clean Acts waiver provision.

23                  The idea that flat lining and standards for six  
24 years represents the maximum feasible fuel economy is a  
25 statute is not credible. EPA has found and reaffirmed

1 greenhouse pollution endangers public health and  
2 welfare.

3 Under the Clean Air Act, EPA has a duty to  
4 control greenhouse gas pollution from new vehicles. EPA  
5 is flouting that duty here. Mocking the Supreme Court  
6 decision in Massachusetts versus EPA, the proposal deems  
7 billions of tons of additional greenhouse gas pollution  
8 minimal, fatalistic logic when accepted rules out  
9 virtually any greenhouse gas control.

10 This proposal does not fairly reflect the work  
11 of EPA's excellent technical staff. Indeed, the  
12 agency's own institutional capacity and technical  
13 expertise as a world leader on vehicle pollution control  
14 were frozen out of this process, leaving in their place  
15 politically driven pseudo analysis concocted to justify  
16 roll back.

17 This roll back has little to do with the facts  
18 but available technologies, lead time, costs, vehicle  
19 safety, or the like. Instead, it is part of a broader  
20 administration wide flake from science and reason,  
21 particularly with respect to climate change and fossil  
22 fuels.

23 Anyone who thinks climate change is real, that  
24 our path forward lies in respect with science and  
25 innovation should repudiate this retrograde proposal.

1 That includes auto companies, many of whom have stated  
2 their support for meaningful action on climate and do  
3 not want this roll back.

4 It's time for all of us to back words with  
5 actions and work together to stop this unwise, and  
6 harmful policy proposal the agency is withdrawing.  
7 Thank you.

8 VANESSA WARHEIT: My name is Vanessa war high,  
9 I work for 350.org. I'm here speaking as a mother, a  
10 daughter, a lifelong resident of the great State of  
11 California. I'm here to tell you that these proposed  
12 roll backs to our fuel economy standards are an outrage  
13 and that more efficient vehicles make us safer.

14 For starters, simply reducing the way the  
15 vehicles reduces the carnage from auto accidents. That  
16 is an established fact. More efficient cars also make  
17 less air pollution. Almost 60,000 people die each year  
18 from vehicle pollution in the United States. Breathing  
19 in polluted air increases the dementia and mental  
20 illness and decreases intelligence. Air pollution  
21 affects the young and the elderly in particular, like my  
22 son and my mother the most.

23 Perhaps the most importantly, our current fuel  
24 economy standards make us safer by reducing global  
25 warming pollution, and I would like to point out that

1 the globe is warming. Climate change is happening here  
2 and now. It's not some far off theoretical idea that  
3 your PR folks can dismiss as somehow uncertain.

4 Just last week, the combined affects of Typhoon  
5 Magkhut in Asia and Hurricane Florence in the United  
6 States have cost over \$45 billion, displaced three and a  
7 half million people, and taken 145 lives and 40 people  
8 are still missing in the Philippines.

9 Scientists can now opine exactly how much  
10 climate change is super charging these storms.  
11 Florence, for instance, dumped 50 percent more rain in  
12 parts of the North Carolina than it would have in an  
13 unchanged climate.

14 Personally, I know how scary climate disruption  
15 can be because last year my son was trapped by the Tubbs  
16 fire when staying with friends in Sonoma County. He  
17 made it home after a harrowing drive right through the  
18 fire. Even once he was home, the area in the Bay Area  
19 was so toxic I couldn't safely go outside for weeks. It  
20 got so wearing a face mask was normal. I'm sorry, but I  
21 don't want my son growing up in a world where that's  
22 normal.

23 This year, it happened all over again. His  
24 summer camp had to be evacuated because the fire came  
25 within five miles of his camp. Have you ever seen

1 91,000 acres on fire? Do you have any idea what that  
2 does to a 12-year-old boy?

3 I'm not a scientist, but I don't have to be to  
4 understand how tailpipe emissions translate into a  
5 hotter climate and how that translates into bigger and  
6 more intense wild fires and bigger and more intense  
7 forms. I know why those regulations are here, and I  
8 know that they are there to protect us, and I'm here  
9 today because I know that their claim that rolling back  
10 fuel efficiency standards makes us safer is a lie.

11 We don't need to roll back our standards, we  
12 need to make them even stronger. The rest of the world  
13 understands this. China, France, Germany, the United  
14 Kingdom, India, Israel, Taiwan, and the Netherlands have  
15 all passed laws in the past year banning the sale of gas  
16 burning cars entirely within the next 10 to 20 years.  
17 That is the kind of regulation modification these  
18 agencies should be implementing.

19 Do your job, protect our health and safety and  
20 strengthen our clean air regulations.

21 CATHERINE FOWLER: I am Catherine Flower. I  
22 came down from Madera today to attend this hearing. I  
23 first want to say, I would to look behind why this is  
24 even up there today. It's kind of an oxymoron calling  
25 it the safer affordable role, we know it's not. This

1 move was actually proposed by the automakers, in  
2 particular, Chrysler, and their CEO, Sergio Marchionne,  
3 along with the alliance for the automobile  
4 manufacturers.

5 In 2009, federal government actually authorized  
6 California to develop the most stringent emissions rule  
7 with the units and they allowed them to do it for a  
8 reason. Here, for instance, in the Central Valley, we  
9 live in an environment where we have mountains on both  
10 sides of us. We have mountains at the southern end of  
11 the valley, and we also have the air from the Bay Area,  
12 which comes in. It fills our valley, and so of course  
13 air is not a stagnant thing, it moves around.

14 One of the problems here in the Central Valley,  
15 and I'm going to address that point that you raised with  
16 Power One. I forget the female speaker, but you did say  
17 you had been in ag for some time. You were wondering  
18 about the ozone. One of the things with agriculture, of  
19 course, and with the cars, car emissions are one thing  
20 and agriculture is another thing.

21 None of these symptoms exist in a world by  
22 themselves. They all interact with each other. One of  
23 the problems is nitrous oxide emissions that come out of  
24 cars, ammonia from farms, these things are owed own  
25 precursors, along with heat and sun. This is what

1 causes our ozone.

2 Could you do me a favor and open those doors  
3 for a moment so everyone can look outside and show how  
4 wonderful the air quality is today in Central Valley?  
5 It makes me sad today when I look at the six o'clock  
6 news and ten o'clock news and I have to see the air  
7 quality reports. It's absolutely ridiculous, especially  
8 since 1974, the Clean Air Act, you know, was supposed to  
9 eliminate a lot of these problems.

10 We know transportation is the largest source of  
11 climate change, greenhouse gas, pollution of the United  
12 States. That's our United States energy emission and  
13 our EPA told us that. Now it seems like you are going  
14 against what you told us. We have some of the worst air  
15 quality in the United States. We also have two major  
16 highways that go through here.

17 We experience years of drought now. We have  
18 had incredible fires. This summer was the first time  
19 ever, I'm the kind of person that's outside all the  
20 time, but my goodness, I was in the house for eight  
21 weeks because the air quality was such that I couldn't  
22 even walk to the end of my driveway to pick up my  
23 newspaper without being exhausted. Even my dog knew  
24 better than to go outside.

25 That was sad, but you also have the drought,



1 because of the conditions, and also because, you know,  
2 at night, in the Central Valley, all this air sinks to  
3 the ground. You can see it. You guys can't see it. If  
4 you look out on the horizon, you can see the air is  
5 sitting low. The air you can see, that's smog.

6 At night, what happens is the air rises up;  
7 okay? Then what happens is that this area is going into  
8 the Sierra and it's now harming the trees. Those trees  
9 didn't only die of drought. Drought was the final thing  
10 that crippled them. They were being hurt by sulfur  
11 dioxide, coming out of auto emissions and hurt by  
12 nitrous oxide from oil emissions by carbon monoxide,  
13 dioxide, so on and so forth.

14 They were weakened, and then there was beetle  
15 invasion. And now we have drought, now we have dead  
16 trees. Now we have lost one of our major cleansing  
17 processes.

18 I'm out of time already? Dang. I wanted to  
19 say one more thing. Johnny Carson made a great joke.  
20 I'll never forget him for the joke. Johnny Carson used  
21 to say to people, "If you want to tell there's an  
22 earthquake in LA, look for cracks in the sky." We don't  
23 need to go back to those days. If anything, we need  
24 stronger standards to move us into the future, so that  
25 we have a future.

1           MR. MORRISON: As panel seven leaves the stage,  
2 come forward.

3           ALI MIRZAKHALILI: Good afternoon. I'm Ali  
4 Mirzakhali. I'm testifying on behalf of National  
5 Association of Clean Air Agency in my capacity as vice  
6 president.

7           The National Nonpartisan Profit Association of  
8 Control agencies 41 states, including 116 local air  
9 agencies, the district of Columbia, and four  
10 territories. We will elaborate on this more fully in  
11 our written comments.

12           Today I would like to highlight two fundamental  
13 aspects of the proposal. First concern is the proposal  
14 on pollution, that the final GHG imminent standards are  
15 no longer proven and the proposal to weaken those well  
16 supported standards. The technology is needed to meet  
17 the admission standards are already available and cost  
18 effectively used, which include technology in conflict  
19 in 2012, by tremendous opportunities for the current  
20 rule and even posting of 2025.

21           Further, the leadership of domestic auto  
22 makers, there's every reason to believe even more  
23 technologies will be coming in the next few years. EPA  
24 roll back proposal is contrary to the well founded and  
25 technical evidence. It is contrary to the application

1 of the two agencies under the Clean Air Act and it  
2 ignores the logical development that has entered the  
3 market. This action would stifle innovation that would  
4 drive further improvement and would result in more air  
5 pollution.

6 The second major concern is the proposal to  
7 preempt California's authority under Section 209 and  
8 deprive other states under Section 177 of the Joint  
9 California Waiver of its greenhouse gas and standards.

10 This is the state rights issue. California has  
11 a longstanding authority under Section 209 to adopt its  
12 own more stringent clean car standard, subject by EPA  
13 waiver. EP's authority to deny a waiver of rights is  
14 narrowly constrained by the statute. This is not just  
15 between California and the EPA.

16 Twelve other states have exercised their  
17 Section 177 authority that adopts California standards.  
18 Nine others have adopted the ZEV provision.  
19 California's program is vitally important to their  
20 quality and health of the nation. States benefit from  
21 the emission reductions that include when California and  
22 Section 177 states.

23 The federal government makes a transportation  
24 sector off limits, reductions will have to come from  
25 other sectors. Like power plants and industry, but in

1 some areas, there simply are no more sources. EPA needs  
2 to assert California's standards are preemptive and that  
3 the waivers for those essential components of  
4 California's Vehicle Code program, such claims that  
5 apart from half a century of EPA practice, more  
6 principle. Even more to the point, the preemptions have  
7 been flatly rejected.

8 PRAVEEN BUDDIGA: My name is Dr. Praveen  
9 Buddiga, and I have been a resident of the Central  
10 California Valley for almost 13 years now. I have  
11 published a lot about air quality and the impact of air  
12 pollution within the area of the Central Valley. Today,  
13 I'm in the role of being a doctor and there was an op ed  
14 today in the Fresno Bee.

15 I wish you read it today, it was written by me,  
16 as well as with the help, assistance of the American  
17 Lung Association, which I partner with because I'm a  
18 doctor for climate health.

19 I have written two other op eds on my own over  
20 the years, and regarding the same thing about air  
21 quality and the development of emissions, carbon  
22 emissions.

23 So starting, again, I'm here today, I'm an  
24 allergy asthma specialist. I take care of adults and  
25 kids, and I am in partnership with American Lung

1 Association Doctors for Climate Health who are doctors  
2 throughout California who advocate for positive climate  
3 help, and I really want to thank the US EPA, as well as  
4 the National Health Transport and TSA for the  
5 opportunity to speak today.

6 Starting off, initially, I'm a father, a  
7 resident of the Fresno, California. I know that climate  
8 change along with the increase of carbon pollution load  
9 is a public health threat, not only today, but it's a  
10 threat for in the future. It's a threat to our  
11 communities, and it is a threat to our health and  
12 future.

13 I was chair of the Air Quality Committee of the  
14 Fresno Madera Medical Society for 2011 to 2014, as well  
15 as the board of director of the Central California  
16 Asthma Collaborative from 2014 to the present, and we  
17 are a conglomeration of asthma coalition from Stanislaus  
18 County to Kern County, so the Central Valley.

19 In 2018, we had 29 continuous days of greater  
20 than 100 degree fahrenheit temperature days here in the  
21 Central Valley. In the United States, have experienced  
22 this year, the fourth highest average temperature for  
23 summer on record.

24 California as a state was inundated by wild  
25 fires, which are currently still going on and as a

1 doctor seeing patients on a daily basis with respiratory  
2 problems, I have seen a steady increase with patients  
3 with respiratory disorders. I take care of children,  
4 also, and lungs that are developing and not  
5 discriminated when these high pollutions from high  
6 temperatures.

7 In adults, I see problems such as heart  
8 attacks, stroke, cancer, premature death, in addition to  
9 respiratory disease, and my objective stance is with the  
10 American Lung Association who opposes the proposed rule  
11 to roll back the existing emission standard and  
12 currently set to help reduce carbon emissions.

13 I have submitted Exhibit A and B as a written,  
14 and I play an active role and I appreciate that for my  
15 family and my friends and my patients and the community  
16 we live in.

17 ANDY WUNDER: Good afternoon, my name is Andy  
18 Wunder, Environmental Entrepreneurs. E2 is a national  
19 nonpartisan group of American business leaders and  
20 investors who advocate for smart policy that is good for  
21 the economy and good for the environment.

22 Our members of the foundation have funded more  
23 than 2500 companies, created more than 600,000 jobs and  
24 managed more than 100 billion venture and private equity  
25 capital. E2 opposes EPA's proposed rule of the gas

1 standard.

2 I'm here today to speak about the economic  
3 opportunity to maintain these current ambitious and  
4 standards. These standards when maintained provide the  
5 certainty for investment that drives innovation. The  
6 current greenhouse gas emission rules are compelling  
7 investment in transportation, including \$610 million in  
8 2017 alone.

9 Strong long-term standards will ensure job and  
10 strengthen the manufacturing sector. There are 288,000  
11 manufacturing and engineering workers, 1200 facilities  
12 building the technologies that make more fuel efficient.  
13 These jobs are across 48 states of America.

14 It is essential that our auto makers and  
15 supplier companies follow the regulatory regime that  
16 continues to encourage the innovation and allows us to  
17 compete internationally.

18 In fact, a roll back to the standards  
19 significantly hurts American competitiveness and it's  
20 projected in 2025, only one-third will be made in  
21 America. The consumer demands and the government's  
22 mandate and fuel efficient vehicles.

23 Clean cars ensure American cars compete in  
24 nations with far higher gas prices than the US. If we  
25 roll back on the standard, we concede market share to

1 national competitors. Put simply, there will not be a  
2 vehicle mark in the US if they are not in line with  
3 global demand.

4 I would like to highlight the value our current  
5 standards deliver to the American consumer. In addition  
6 to reducing pollution, our current greenhouse standards  
7 are saving consumers money and time. Fact, according to  
8 the EPA, American drivers have saved more than \$36  
9 billion since 2012, to be more stringent. Consumers are  
10 posed to save one trillion dollars over the lives of  
11 vehicles under current standards that extend to 2025.

12 The proposed roll back of clean car standards  
13 will wipe these savings away. That's less money in  
14 American consumer pockets at a time when consumer  
15 spending remains our economy's biggest driver.

16 Because of the economic opportunity presented  
17 by our current standards, I urge on behalf of E2's 1,000  
18 business members, business leaders, and investors that  
19 the EPA rescinds this economic irresponsible proposal.  
20 Weakening our current standards would be a bad deal for  
21 American jobs, American consumers, and American global  
22 competitors.

23 Thank you.

24 JANET DIETZKAMEI: Good afternoon. My name is  
25 Janet Dietzkamei. I have asthma. I'll say it again. I



1 have asthma. We, who have asthma and respiratory  
2 diseases, do not want CAFE roll backs. We want our  
3 protections. We want our air to improve. We want to go  
4 outside and enjoy our gardens, go for a walk, go for a  
5 bike run, do anything outside of the house.

6 Currently, I spend the majority of the year  
7 inside of my house. I have cabin fever. That's  
8 ridiculous. We should be working on improving our air.  
9 We should be working on the fuel efficient vehicles. We  
10 should be working on the electric vehicles. We need to  
11 think about public health.

12 My guess is the Trump administration is  
13 thinking about money. Maybe the oil industry. Who  
14 knows? They are not thinking of public health. We are  
15 asking EPA to represent those of us who have asthma and  
16 respiratory diseases. We are asking that our waiver is  
17 not taken away from us and that we can pursue our goal  
18 of cleaning the air.

19 We want to be the number one state in the  
20 United States. That is supporting those of us who can't  
21 breathe. We are not to be able to go out without  
22 wearing a mask, which I do much of the time. When ozone  
23 goes up, I can't go out at all because I cannot breathe.

24 What can we do to protect our air and our  
25 people? Because every one of us who lived in this

1 valley is being affected by this air. What are we going  
2 to do? Certainly we can keep our waiver. Certainly we  
3 can manage to pursue our efforts in cleaning our air.

4 We have more and more people moving into the  
5 San Joaquin Valley because of the cost of housing here  
6 is cheaper. So we have more and more people we need to  
7 protect, but California wide and USA wide, we need to  
8 protect our people.

9 Thank you.

10 RAUL GARCIA: Good afternoon everyone, my name  
11 is Raul Garcia. I am a resident, a lifelong citizen and  
12 resident of California. I was born and raised here in  
13 the Central Valley, and I think more importantly I'm a  
14 community organizer back home in Tulare County where I  
15 meet with a lot of our community members and discuss  
16 many issues with them, valid ones, including which is  
17 the air.

18 My community is here today to speak out against  
19 the state Affordable Fuel Efficient Vehicles Rule, which  
20 the title is just that, a title. We are here because we  
21 know that these roll backs not only negatively impact  
22 the health of our communities and here in the valley,  
23 but they will negatively impact over 325 million  
24 Americans in the United States. This roll back is not  
25 just a step backwards. This roll back is an attack on

1 our communities, on our people, and an attack on our  
2 wallets, and more importantly, on our health.

3 This is -- this roll back will force us to not  
4 only pay more at the pump more often, but it will force  
5 us to breathe in this deadly air that we are forced to  
6 breathe in while trying to go on living our daily lives.  
7 I'm not just talking about the Central Valley. I'm  
8 talking about the United States as a whole.

9 The impacts will impact not only the billions  
10 of people in the United States, but overall the billions  
11 of people all over the world. Yes, the United States  
12 alone cannot stop climate change, but we can do our  
13 part, and it's a big part. We contaminate and pollute  
14 the air second or third most in the entire world, if  
15 not, the most. So this is something that affects  
16 billions of people every day and roll back don't just  
17 affect us here in the valley or the United States, but  
18 everyone across the world.

19 This issue is more than just us paying at the  
20 pump more often, which is the least of my concerns, but  
21 these issues affect our health, our quality of life, our  
22 livelihood. More importantly, our lives. It doesn't  
23 matter how rich or poor you are, everyone breathes air.  
24 We all breathe in the same area and air goes all around  
25 the world.

1           The air here eventually finds its way somewhere  
2 else, and these people that other countries, they are  
3 trying to do something about it, while we're holding  
4 them back. We are just as responsible if not even more  
5 responsible with all our technology and power in the  
6 world to not only be players in this emerging industry,  
7 but to become leaders because we're Americans and that's  
8 what we do. We lead the world. We don't follow.

9           Thank you.

10           MR. MORRISON: Panel 9, come to the stage, 10  
11 and 11.

12           HEATH CARNEY: My name is Heath Carney. I'm  
13 the principal for Sustainable Transportation Solutions,  
14 and I've worked on the sales of vehicles for major auto  
15 manufacturers for over 20 years.

16           I have read the plans to roll back CAFE and ZEV  
17 standards. The reasoning is that they are too costly  
18 for both manufacturers and consumers since fuel  
19 efficiency features a cost about \$2,340 to conventional  
20 vehicles. This simplistic analysis needs to be placed  
21 into a broader context.

22           Consumers do not simply want cheap cars. They  
23 do want reliable and affordable vehicles, which meet  
24 their needs. The acceleration of more expensive trucks  
25 and SUVs and the growing demand for fuel efficient

1 vehicles clearly demonstrate these priorities. You need  
2 to consider the totality of what the consumer wants and  
3 needs including faulty, reliability, and total cost of  
4 ownership.

5 I have been involved in two very significant  
6 historical examples of how California ZEV standards have  
7 clearly helped dealerships and manufacturers and  
8 consumers. About 20 years ago, I participated in market  
9 launch of the Toyota Prius in California. We heard all  
10 the concerns about expense. After a few years, sales  
11 soared, and the model became profitable. Then, Toyota  
12 became the sales leader in California and globally due  
13 to reputation for cutting edge, fuel efficient  
14 technology, reliable and affordable.

15 Then in 2010, I participated in the market  
16 launch of Chevrolet Volt Plug hybrid. This was the car  
17 that led consumer report ratings in customer  
18 satisfaction. This contributed to the recovery of  
19 Chevrolet, GM, with customers that otherwise consider  
20 only important brands.

21 I have owned a Chevrolet Volt for nearly eight  
22 years. My best vehicle by far is 100 percent reliable  
23 as my own vehicle. The Volt is still above EPA  
24 estimates, and I pay about \$12 a month for fuel. So I  
25 have already saved over \$8,000 in fuel cost alone. That

1 is my story and hundreds of thousands other plug-in  
2 vehicles with similar stories.

3 In summary, this broader context is needed for  
4 the best decision. Your environmental impact statement  
5 summarizes the forecast of electric vehicle sales will  
6 surpass conventional vehicles by 2038. Let's prepare  
7 for this opportunity with standards that have already  
8 helped the auto industry and consumers.

9 Thus, on behalf of fellow consumers and  
10 citizens, do not roll back these standards. Thank you  
11 very much, and do not reduce the ability of the State of  
12 California to serve its citizens.

13 JULIA FOOTE: Hi, my name is Julia Foote, and  
14 I'm coming here today from Berkeley. And I came with 10  
15 other wonderful women from the Bay Area. I am a  
16 community organizer for the San Francisco Bay Chapter  
17 the of the Sierra Club and work on local issues related  
18 to transportation.

19 With every campaign I work on, we're looking  
20 forward to and exploring ways to reduce our carbon  
21 footprint linked to transit. When I say looking  
22 forward, I mean progressively pushing to imagine a  
23 transition system where the impact on the planet is  
24 significantly reduced by utilizing public transit,  
25 walking and biking, driving less, and using electric

1 vehicles when we do.

2 But now we are taught backwards. This work  
3 that demands we keep on improving, is threatened to be  
4 undermined by a roll back that pulls us back into a  
5 dirty past and toward a dirty future. We have taken so  
6 many strides forward to plan for a future with cleaner  
7 air, cleaner jobs through clean car standards. So why  
8 are we rolling back on progress? That seems to be a  
9 theme of the Trump administration.

10 It's clear who the beneficiaries of this roll  
11 back are, big oil, corporate pollutants. It's the  
12 majority who will be hurt. These are all reasons that I  
13 have already mentioned, but consumers will be affected  
14 by high fuel costs. This roll back is projected to cut  
15 jobs in the auto sector by 60,000 in 2030.

16 There are costs related to public health due to  
17 issues linked to air pollution and even greater costs  
18 associated with natural disaster and other negative  
19 externalities of climate change that this roll back will  
20 greatly contribute to. I can't help but stress how this  
21 roll back amongst many roll backs Trump is proposing is  
22 distracting from important environmental work that begs  
23 we forge ahead.

24 There's so much work to be done, and in the  
25 past couple of months, with continuous bad news of how

1 Trump wants -- what Trump wants to do for his corporate  
2 polluting friends and the failure of the Environmental  
3 Protection Agency to protect the environment, myself and  
4 many other organizers have had to stop in our tracks and  
5 put a hold on other environmental issues that really  
6 need our intention to address battles that we thought we  
7 had already won, and we did not think we would have to  
8 fight again in 2018. But here we are, confronting an  
9 administration that does not put people over profits.

10 This roll back is so transparent. It's an act  
11 of greed and the people and planet shouldn't have to pay  
12 the price.

13 MICHAEL DUARTE: Good afternoon. My name is  
14 Michael Duarte. I'm the Central Valley advocacy manager  
15 for the American Lung Association in California.

16 I live in Fresno and breathe the air in Fresno.  
17 I have experienced elevated pollution levels because of  
18 the historic drought, year after year, of catastrophic  
19 wild fires and higher ozone pollution days that come  
20 with extreme heat here. We have serious air pollution  
21 challenges in the valley that are impacted by more  
22 extreme climate conditions.

23 It is unacceptable that the proposals would  
24 stall effect pollution standards and strip California's  
25 ability to enact more standards we need to protect our



1 citizens.

2 California, generally, and the valley,  
3 specifically, is home to some of the most extreme air  
4 pollution challenges in the United States, and their  
5 proposal to put more harmful pollution to our air will  
6 not improve our conditions. The American Lung  
7 Association found eight cities in California found more  
8 days with high ozone and our 2018 State of the Air  
9 Report with 2016 being the second warmest year on  
10 record.

11 Five of the eight valley communities saw higher  
12 levels of ozone pollution over a prior report,  
13 coinciding with record temperatures. That shows the  
14 increased heat and increases the nation's need for every  
15 tool to reduce climate change.

16 Our 2018 report also found that Fresno, Kern,  
17 and Tulare Counties experienced three months or more of  
18 unhealthy ozone per year. This causes premature deaths  
19 and puts our children and adults with asthma at risk of  
20 hospitalization and missed work and school. The  
21 American Lung Associates are opposed to the proposals to  
22 freeze emission standards and to revoke state authority  
23 to adequately protect the health of our citizens against  
24 harmful pollution.

25 This proposal will increase harmful pollutants,

1 threaten public health with more toxins. We propose the  
2 proposed rule for roll back, the existing emission  
3 standards that are set to help reduce carbon pollution  
4 from cars and personal trucks. Existing standards  
5 reflect an urgent action needed to protect public health  
6 against climate change and health impacts.

7 Here in my home and across the country,  
8 millions of Americans face greater risks from this.  
9 Children, older adults, people with chronic lung  
10 diseases and healthy adults that work and exercise  
11 outdoors. These extreme heat and wild fire events  
12 increasingly affect everything we do in the valley, from  
13 going to a job, to letting our children play outside.

14 This proposal would threaten our communities  
15 with harmful and toxic pollution, degrade our health,  
16 and put our healthy future in doubt. By contrast, not  
17 only with the proposal standards and weaken the  
18 protection against climate change, it would require the  
19 nation to consume half a billion barrels of oil a day.  
20 This is bad for communities, not only in the San Joaquin  
21 Valley, that were impacted by the extraction and  
22 refining of petroleum products.

23 The American Lung Association works along with  
24 California and other states, to protect our citizens'  
25 heath. The American Lung Association urges EPA to

1 withdraw the proposed rules and instead work in  
2 cooperation with California to implement the existing  
3 state and federal rules and support our health.

4 MR. MORRISON: Panel 10, if you can make your  
5 way to the stage. We'll have Panels 11 and 12 work  
6 their way up.

7 VICTOR SINOW: Thank you for the opportunity to  
8 testify. My name is Victor Sinow. I'm here today as a  
9 concerned private citizen. I'm not professionally  
10 involved in the auto industry. I have a master's degree  
11 in electrical engineering from IT and working with power  
12 and electronic industries for the past ten years.

13 Each and every day, I focus on designing power  
14 conversion systems that are more efficient than  
15 yesterday. Why? Because my industry recognizes the  
16 absolute necessity of saving as much energy as possible.  
17 Through this guiding principle, we have created  
18 technology that most people and societies take for  
19 granted. Laptop chargers, solar cell inverters,  
20 thumb-sized cell phone chargers, flat panel TV  
21 conversion systems. We are the unsung heros of today's  
22 technological advances.

23 These innovations, without which the laptops in  
24 this room would run out of battery power in 20 minutes  
25 and burn you to the touch, came about through massive

1 investment in fundamental, technological innovation and  
2 spurred by government mandated efficiency standards.

3 For reference, the current standards are the  
4 Department of Energy Level 6. These regulations have  
5 accelerated the creation and adoption of technology at  
6 an amazing pace. Not ten years ago, silicone dominated  
7 the power electronic space and the only material to  
8 construct power converters, much like the current  
9 iteration of computation system dominates the global  
10 auto industry today.

11 Now, thanks to developments spurred by the  
12 necessity of meeting new efficiency standards, these new  
13 materials require new factories in which to produce them  
14 and new workers to populate the new factories and new  
15 engineers to design new systems using the outputs of the  
16 new factories and new sales people to market these  
17 exciting new products. The list goes on.

18 The Department of Energy Level 6 efficiency  
19 standards can be tied to an amazing explosion of  
20 productivity in the power conversion world. The idea  
21 that imposing emission standards on the auto industry  
22 will have anything but a positive outcome for the  
23 industry, state of technological development, and  
24 society at large is egregiously flawed.

25 The power and electronic industry has shown

1 these standards will force us to strive to solve  
2 difficult problems, and in so doing create technology we  
3 cannot anticipate and employ people in jobs that do not  
4 currently exist.

5 In an era where government funding of basic  
6 science is all but gone, standards like these are the  
7 only means by which we can encourage positive change in  
8 our economy and ability to compete with the rest of the  
9 world. I support maintaining strong standards for our  
10 cars and light duty trucks through 2025 and oppose  
11 freezing standards at the 2020 level.

12 Additionally, I strongly oppose taking away  
13 California and other states' authority to set stronger  
14 standards to address vehicle pollution. I urge you to  
15 keep these standards as they were originally designed.

16 WILLIAM GEISSERT: I'm Bill Geissert. I'm a  
17 physician and medical director of the Holy Cross Clinic,  
18 free clinic for uninsured patients in Fresno,  
19 California.

20 I'm grateful for the opportunity to explain my  
21 reasons for supporting the currently mandated tightening  
22 of CAFE standards through 2025 and to support the right  
23 of states formulating standards in addition to the  
24 federal standards that suits their unique issues.

25 According to the American Lung Association,

1 seven of the ten US cities with the worst air pollution  
2 are in California, with Fresno being the worst. This  
3 takes a toll on the health of our citizens. Some  
4 Central Valley counties, one in four children are  
5 affected by asthma. Adults are also affected by poor  
6 air quality.

7 The cost of basic asthma medications for an  
8 uninsured patient can be prohibitive. A rescue inhaler  
9 can cost in the vicinity of \$4,000 per year, leaving  
10 many patients to forego treatment. Add in the cost of  
11 loss at school, work, and chronic affects of untreated  
12 respiratory illness leading to premature disability and  
13 death, it is clear that the cause of air pollution are  
14 devastating to our state.

15 Prior to attending medical school, I worked as  
16 a floor hand on an oil rig in Los Angeles. The large  
17 part of my job at that time was pulling the capping  
18 wells that are no longer productive. In consequence, I  
19 know in my bones that every oil field is finite and  
20 exhaustible. As easily accessible petroleum deposits  
21 are depleted, exploration and production become more  
22 costly and more dangerous. Witness the Deep Water  
23 Horizon Disaster.

24 Future generations will undoubtedly have need  
25 for petroleum. We owe it to them to be responsible

1     stewards of a limited resource. Regulatory action can  
2     contribute to technological innovation and economics of  
3     sale which reduce the fuel consumption of our fleet of  
4     vehicles.

5             Due to population density and geography, the  
6     air quality challenges of California are unique. One  
7     size fits all CAFE standard will not meet our needs. If  
8     the states are the laboratories of democracy, the states  
9     must continue to be free to fashion fuel consumption  
10    standards that suit their specific environmental and  
11    economic conditions.

12            Thank you.

13            MAUREEN GRABOWSKI: Thank you for this  
14    opportunity and for your open ears and hearts. My name  
15    is Maureen Grabowski. I'm recently retired after  
16    working 31 years as a licensed clinical psychologist.  
17    The bus I came on from Oakland, California, also brought  
18    10 others from the Bay Area, people interested in the  
19    future of our plan.

20            I have no children. My heartfelt connections  
21    to younger people are many. My hope for future  
22    generations motivates my presence today. Speaking as a  
23    psychologist, I have left the technical details to  
24    others. You have before you many facts and reasons for  
25    keeping the 2012 clean car standards in place.

1           My focus is on how we can make our best  
2 efforts. We can promote health institutes and vigorous  
3 creativity now and into the future. It's very clear  
4 that our institutions and regulations can promote health  
5 developments. The 2012 plain car standards is an  
6 example. It supports engineers, factories and inventors  
7 and their continued path towards sustainable energy.

8           The capacity to plan ahead is basic to human  
9 kind. We can and must adjust our behaviors when new  
10 facts and information make themselves known. Our most  
11 profound values relate to reserving natural resources,  
12 clear air, clean water, climate stability. We may have  
13 been able to believe these basic resources were  
14 everlasting in the past, not today.

15           The 2012 clean car standards recognizes the  
16 need for change. We know our basic life giving  
17 resources are incomparable value. Continuing to move  
18 forward with these plans, we show compassion for future  
19 generations, as well as good stewardship of the earth.  
20 We are beings that can direct and organize ourselves in  
21 such a way as to begin to turn harm around. We can use  
22 our capacities to benefit our health for future  
23 generations.

24           We are responsible now in many ways for the  
25 world that our future generations experienced in 2018



1 and beyond. We know what ruin can lie ahead. We are  
2 able to pay attention now. There is so much we didn't  
3 know about increasing population density and unintended  
4 consequences of Henry Ford's innovation in the early  
5 1900s. Now that we know, we have a moral and ethical  
6 obligation to do our best to improve on our situation.

7 When governing bodies make the effort to  
8 collaborate with those responsible, the whole nation is  
9 lifted from hopelessness. The 2012 standards, it's one  
10 major piece of evidence. While these standards are not  
11 just for ourselves and our own children, it is still the  
12 case that these standards are especially for ourselves  
13 and our own offspring. Many generations into the  
14 future.

15 It is good for all of us in this country to  
16 experience the pride related to defining a problem and  
17 addressing it head on. Why not do what is best for the  
18 health of our species and good stewards on this planet?  
19 Let's turn it around as best we can. Let's take pride  
20 in being human beings guided by our higher values.

21 We may fail our future by trying, but not to  
22 try is certain failure in the face of global warming;  
23 therefore, I urge you to continue to implement the  
24 current 2012 vehicle emission standards. When you do  
25 so, we can hold our heads up proudly as innovative and

1 productive Americans now and into the future.

2 Thank you.

3 ANNA BROOKS: Good afternoon, my name is Anna  
4 Brooks. I represent Pacific Gas and Electric company.  
5 I happen to be a Fresno County resident, and I was born  
6 and raised in the San Joaquin Valley.

7 PG&E, for those of you who don't know, is  
8 California's largest electric and national gas energy  
9 provider, serving nearly 16 million people in Northern  
10 and Central California. The energy we deliver is among  
11 the cleanest in the nation. Last year, nearly 80  
12 percent of our electricity was delivered GHG free and 33  
13 percent came from eligible renewable sources.

14 As a company, we operate one of the nation's  
15 largest fleets of clean air vehicles, and one out of  
16 five is operated in the United States resides in our  
17 service territory. Working with communities and  
18 adopting EUVs and building a new grid has created  
19 significant construction benefits and significant cost  
20 saving.

21 Transportation electrification is a key element  
22 of our business strategy and provides an economic  
23 benefit. We are a member of the National Coalition for  
24 Advance Transportation, which is a coalition of leading  
25 companies, including clean vehicle manufacturers,

1 charging equipment suppliers, and electric utilities  
2 that support policies to promote vehicle technology and  
3 related infrastructure.

4 Through that, we have been actively engaged in  
5 the policy process with regard to light duty vehicle  
6 fuel economy and greenhouse gas standards. We support  
7 the EPA's existing greenhouse gas emission standards and  
8 existing CAFE standards for model years 2021 to 2025.  
9 These standards are a key driver of transportation and  
10 provide multiple benefits to our customers and the State  
11 of California, including the following. One, air  
12 quality and climate change.

13 So eight out of the ten US cities with the  
14 worst air quality and five of which are in the service  
15 territory, including Fresno. Transportation is a  
16 significant contributor to air quality, and now the  
17 sector that contributes the largest share of  
18 California's GHG emissions. Fuel economy and greenhouse  
19 gas emissions have a proven track record of reducing  
20 pollution from transportation.

21 Two, economic growth and competitiveness. The  
22 existing standards have spurred innovation in the  
23 automotive industry with great advance. We adopt will  
24 innovation in solar and wind development as we continue  
25 to add clean energy to its grid to meet the needing

1 demand. Additionally, transportation can help support  
2 infrastructure and regulatory environment for  
3 investment.

4 My time is running short. I won't elaborate  
5 other than to say we plan to spend \$360 million over the  
6 next three years to support vehicle charging, and we  
7 will make it a stable investment for our customers.

8 Number four, affordability. Gas prices are  
9 getting consistently higher in the United States. It  
10 costs, the average gasoline price is over \$3 a gallon in  
11 California, and to charge a vehicle with electricity,  
12 it's about 13 ¢ per kilowatt or 1.20 for a gallon.

13 MR. MORRISON: We will be receiving written  
14 comments?

15 LUNITA GONZALEZ: I'm Lunita Gonzales. I am a  
16 Lindsay resident, and I am also a member of the  
17 Coalition Advocating for Pesticide Safety, and I am here  
18 today strongly opposed to this proposition.

19 What's the price? How much more do the people  
20 of the valley have to battle with? Whether we accept  
21 them or change or not, there is a positive affect.

22 We -- it's our health. It's our environment.  
23 We're just here temporarily. Humans are only here for  
24 the limited time, but the rest, everything that's around  
25 us is also being harmed. They think we should stop

1 being selfish and just thinking about the millions -- a  
2 lot of people -- mostly, the low income.

3 We can't afford Tesla cars or anything like  
4 that, but, I mean, the prices are going up, and it's  
5 going to be more difficult for us to pretty much live  
6 with.

7 Thank you.

8 MR. MORRISON: Please drop off your written  
9 comments at the table.

10 Panel 11.

11 JANELLE LEE: Thank you for the opportunity to  
12 speak today. I'm an emergency medicine resident  
13 physician over at UCSF Fresno here in the Central  
14 Valley.

15 So as an emergency medicine resident physician  
16 here in the Central Valley, I've taken time out from my  
17 shift today to step away from patient care to voice my  
18 concerns regarding the EPA and NHTSA's intent to back  
19 the cleaner car standards.

20 I'm really concerned about the disregard of our  
21 air quality and health with these intended roll backs.  
22 Every day, I see patients suffer from the effects of air  
23 pollution in the emergency room. Respiratory  
24 emergencies, to heart attacks, to strokes. Air  
25 pollution has detrimental impacts on everybody's health.

1 Patients tell me routinely they are unable to  
2 go outside, or yet another, quote, "Bad air quality  
3 day." How many more bad air quality days do we need to  
4 suffer? How many sick days, hospital admissions,  
5 premature deaths? Being at the front lines, I have seen  
6 and experienced the suffering firsthand. I can only  
7 patch them up the best that I can. I can stabilize  
8 them, and then send them back into the terrible stagnant  
9 air and await their next ER visit, hoping I can once  
10 again save them.

11 Air pollution does not discriminate by race,  
12 age, religion, gender. We are all affected. Bad air  
13 quality triggers a cascade of inflammatory responses in  
14 our bodies, and we are still learning more each day, on  
15 serious long-term affects that air pollution has on our  
16 health.

17 Fighting the battle with bad air quality as a  
18 healthcare provider can feel pretty helpless and  
19 impossible without the help of stronger air quality with  
20 regulations and the help of the EPA. This is why I need  
21 to be here. We're so busy taking care of people inside  
22 the hospital, but there is still so much we need to do  
23 outside of the walls of the hospital. We need to speak  
24 up for those who are too sick to speak. We need to  
25 improve our air quality to improve and save lives.

1           We are facing significant challenges in the  
2 Central Valley fighting for cleaner air, through wild  
3 fires, agricultural emissions, car emissions, drought,  
4 the problems keep growing, and we need real solutions.  
5 Instead of providing solutions, I'm afraid Washington  
6 has crumbled under the pressure to please the auto  
7 industry.

8           We need stronger policies to protect our air  
9 quality and reduce the air pollution. We cannot allow  
10 Washington to restrict California's right to regulate  
11 emissions and derail our progress in air quality. The  
12 Clean Air Act has secured California's ability to help  
13 make these necessary steps into a cleaner and better  
14 future. We rely on these sensible and sound policies to  
15 decrease greenhouse gasses and car emissions and threats  
16 to public health.

17           I plead today that the EPA listens to our  
18 concerns and to do the right thing. Improving the air  
19 quality will save lives and should be at the forefront  
20 of our policy making. We do not have time to go  
21 backwards. Instead of asking to lower our standards, we  
22 should be asking to how aggressively cut more emissions  
23 because lives are at stake and people are dying.

24           So I'm going to go back to the ER today and  
25 continue fighting my fight with my patients, but I also

1 need the EPA to fight for me and my patients, and we  
2 cannot do this alone.

3 Thank you very much.

4 FEDILIA MORALES: I'm going to make my comment  
5 in Spanish.

6 MR. MORRISON: If you can provide written  
7 comments on the table.

8 Panel 12.

9 DANIEL JACOBSON: Thank you very much. I'm  
10 Daniel Jacobson, director of Environment California.

11 I want to thank you all being here today. It  
12 was two weeks ago that Governor Brown signed critical  
13 legislation SB100 that sets California on a path to  
14 getting 100 percent of its electricity from clean energy  
15 sources, like wind and solar.

16 Having worked on that, it was critically  
17 important while we're here to oppose any attempt by the  
18 Trump administration to weaken the clean car standards.  
19 It's important to recognize all of the work that  
20 California is doing already to help set the state on a  
21 path to helping to reduce some of the pollution that is  
22 caused. Limiting global warming pollution through  
23 transportation, the single largest source of such  
24 pollution in the United States, is a critical step  
25 forward to protect our children from the worsening



1 affects of climate change.

2 Clean car standards is the single greatest  
3 action the US has taken to date to address global  
4 warning. The Trump administration is rolling back one  
5 of the most effective programs in fighting climate  
6 change and would make the roads less safe but these  
7 claims aren't true.

8 First, administration argues that fuel  
9 efficient vehicles will lower the cost of driving so  
10 owners drive more. As the argument goes, more miles  
11 driven equals more crashes, and injuries and fatalities,  
12 but the Trump administration has ignored the recent  
13 studies suggesting the number of fatalities would be by  
14 rolling back programs is inflated.

15 Notably, the administration fails to take into  
16 account any pollution or climate related deaths we heard  
17 so much about today. Air pollution through  
18 transportation is responsible for a staggering 30,000  
19 premature deaths each year and changing climates and  
20 endangering communities across the country from extreme  
21 wild fires to more extensive storms and droughts here in  
22 California and the billions of dollars we will have to  
23 pay in California and across the country to help to  
24 mitigate some of the effects that we're seeing.

25 Second, the administration argues the clean car

1 standards would make new cars cost \$2,340 more that  
2 would keep people from buying cars with advanced safety  
3 features, instead sticking with older and less safe  
4 cars, while the administration fails to mention that  
5 drivers of new vehicles introduced in 2018 will save  
6 \$2,605 in fuel costs, even if the administration is  
7 right about the increase and the sales will more than  
8 make up for it.

9 Finally, the administration argues that strict  
10 fuel efficiency standards require auto makers to provide  
11 lighter vehicles less able to withstand crashes while  
12 auto makers are reducing the weight of the vehicles to  
13 improve fuel efficiency, they have been doing so with  
14 the heaviest vehicles, contrary to the administration's  
15 claim, this would improve safety because they have a  
16 smaller disparity in the weight between the heaviest and  
17 the lightest vehicles.

18 In short, I think it's important just to  
19 understand that we need to take all of the actions that  
20 we can to address the worst impacts of climate change.

21 GRAHAM NOYES: Thank you. My name is Graham  
22 Noyes. I'm an attorney based in Sacramento with a  
23 practice on fuel and carbon law, and executive director  
24 of low carbon and fuels. I'm on behalf of Pearson  
25 Fuels. That's the largest supplier in the State of

1 California, has a network of about 150 stations, and we  
2 have seen a dramatic increase in the use of the 85 in  
3 California with the volumes tripling over the last five  
4 years here.

5 The focus of my comments today are on  
6 compliance flexibles. I join many of the other speakers  
7 in being supportive of one national standard and  
8 encouraging the agencies to work with the resources  
9 board to find common ground to establish and maintain  
10 the national standard.

11 In terms of the specific compliance,  
12 flexibilities, of course, I'm focused here on bio fuels  
13 and the benefits that bio fuels can bring to the  
14 picture, in terms of achieving the core goals of the  
15 program here.

16 One thing has been talked about a lot is  
17 petroleum imports. We still have a tremendous volume of  
18 dollars flowing out of the country on an annual basis.  
19 We are effectively controlling crude oil pricing on a  
20 global basis through a substantial degree, and the US is  
21 still -- has a heavy dependence on foreign oil.

22 Greenhouse gas reduction would suggest this  
23 should be looked at on a life cycle basis, not a tail  
24 pipe emission basis since what really matters about CO2  
25 is not what comes out of the tail pipe, but what is

1 happening on a life cycle basis. I would bring  
2 attention to the knowledge as a very low cost source of  
3 octane, and also that octane is a fuel property that  
4 enables next generation technologies, in terms of  
5 downsizing engines and high compression engines.

6 Flex fuel vehicle has been in the past a  
7 significant component of the CAFE and greenhouse gas  
8 programs. It has been significantly declined in recent  
9 years, in the years 2012 through 2014, we see some EPA  
10 manufacturers report that the big three were getting on  
11 the realm of 14 to 17 grams per mile worth of crediting  
12 out of FFDs and running about a seven to ten gram a mile  
13 surplus at the end of model year 2016. We saw that drop  
14 off, and the autos that year swung overall to a negative  
15 nine grams per mile deficit in terms of the program.

16 So FFD crediting can have a positive impact.  
17 Our specific requests are for EPA to initiate an F  
18 factor analysis again. We're in model year 2018. So  
19 we're coming to the end of the existing F factor. Look  
20 at carbon related exhaust ignitions on a carbon basis  
21 given the life cycle prospective and also that's  
22 consistent with trade policies, UCFDs presenting a  
23 bridge to the future in terms of the high octane, of the  
24 fuel vehicles, and 85 stations allowing pumps, and we  
25 encourage the agencies to work closely to build in this

1 and flexible solutions.

2 MR. MORRISON: Thank you.

3 CARRIE CONOVER: Good afternoon. I'm Carrie  
4 Conover, an educator from San Francisco and a doctoral  
5 candidate in education.

6 I would like to thank the EPA and DOT for the  
7 opportunity to testify as a climate reality leader.  
8 Choose wisely. I strongly oppose revising vehicle  
9 efficiency and clean car standards as proposed by the  
10 EPA and the DOT. I request the EPA and DOT choose  
11 wisely by not rolling back fuel efficiency standards.

12 We cannot deny climate change. The EPA and DOT  
13 must be accountable by supporting policies that  
14 maintained and an improved existing standards that are  
15 science based with experts involved and policy and  
16 decision-making.

17 Future, we must continue with renewable energy  
18 sources that are modern, competitive, and  
19 environmentally friendly. Reducing standards will  
20 affect 1200 factories and 48 states that employ 288,000  
21 American workers that are creating new technologies that  
22 build a healthier future for all Americans.

23 Obligation, EPA and DOT have an obligation to  
24 Americans to keep the air quality safe for all. If you  
25 are unable to keep your commitments, do the right thing

1 and seek help, contact national business categories.

2 But don't give up the fight, and don't give up on us.

3 Future, this is a time we must all protect the  
4 future generations by setting higher standards, not  
5 lower. Why are we going back when we can move forward?

6 I want to thank you for your time, and I  
7 encourage the EPA and DOT to not roll back fuel  
8 efficiency standards and to fight for the future before  
9 it's too late. Please keep current standards in place,  
10 and give us better standards for us all. We're counting  
11 on you.

12 MR. STOKER: Thank you. Anybody else here for  
13 Panel 13?

14 CONSTANCE RAEGAN: Hi, I'm Constance Reagan. I  
15 don't represent any organization, but I probably  
16 represent the general public.

17 We weren't notified of this hearing because it  
18 was set in the back of the Fresno Bee. It was a  
19 last-minute thing. To start, I want to quote, loosely  
20 quote, Ginsberg that says, "Any change that is worth  
21 while, takes time." Thank goodness for that because  
22 back in 1975, when they invented the catalytic  
23 converter, it didn't help the environment.

24 Something like this, you know, this is a very  
25 important component of keeping our environment safe and

1 healthy. It's -- I am a Republican, but frankly, I do  
2 feel that this is a political tactic to undermine  
3 anything that the previous administration did, without  
4 any thought to the long-term consequences of what it  
5 does to the community and the environment.

6 We need to take a long-term look at what we're  
7 doing, not just immediate satisfaction to satisfy the  
8 small constituency when 70 percent of the country is not  
9 in agreement of what's going on with this  
10 administration.

11 I feel also, too, that I'm in the health  
12 insurance industry. If you're talking economics, look  
13 at what it is costing people to pay for what happens to  
14 them and the health industry. It's not just about  
15 giving people jobs for the economy. It's keeping them  
16 healthy so that they don't have to go to the doctor.  
17 They don't have to pay for these high prices of  
18 healthcare.

19 When you look at the environment, it affects  
20 everything, it affects the economy, the environment, it  
21 affects our family life, it affects everything. You  
22 can't just look at one small foot. You have to look at  
23 the big picture, what's important for the country.

24 So in closing, I just want to say if you want  
25 to keep America stronger, keep us healthy, and please do

1 the right thing.

2 PAULA RAINEY: Me name is Paula Rainey. I live  
3 in Alameda, California, and today I traveled with 10  
4 others from the East Bay.

5 I was born and raised in this great Central  
6 Valley. I love it. I worked here for a time, but then  
7 I moved in large part due to health issues that stem  
8 from poor air quality.

9 I appreciate the opportunity to share my grave  
10 concerns regarding the proposed roll back of  
11 California's clean air standards. That's not my EPA  
12 that abruptly changed course and speaks now about the  
13 benefits of reliance on big oil. Any roll back will  
14 have long-term negative consequences with the climate  
15 and the planet, our home.

16 The clean air standards proposed for roll back  
17 are the US's largest ever effort to reduce climate  
18 pollution. Any roll back will have short and long term  
19 negative health consequences. There is a direct  
20 connection between pollution and asthma weakening the  
21 standards to cut tail pipe carbon pollution will worsen  
22 as the symptoms for the 24 million Americans, including  
23 six plus million children that suffer from asthma.

24 For your information, I have worked with many  
25 of these children suffering from asthma. I worked for



1 30 years, at least, with medically fragile children, in  
2 a long career as a pediatric occupational therapist.  
3 You may or may not be aware, but a child's developmental  
4 progress and outcome is often jeopardized by health  
5 status, including an asthma diagnoses. It's a very  
6 serious, serious situation.

7 So results of attacking the California zero  
8 emissions vehicle program will be an attack not just on  
9 Californian's ability to regulate greenhouse gases, but  
10 also conventional air pollution.

11 We all share the air, and all communities  
12 deserve to have California's clean car standards be  
13 maintained. Why has the EPA ignored their career  
14 experts and the scientists? I urge you to reject this  
15 proposal. Thank you.

16 MR. STOKER: Ms. Schloesser.

17 JULIA SCHLOESSER: You ready?

18 MR. STOKER: We're ready.

19 JULIA SCHLOESSER: Great.

20 My name is Julia Schloesser.

21 Thank you for the opportunity to speak today.

22 I'm a private citizen here with a few common  
23 sense objections in opposition to any reduction of auto  
24 emissions and fuel efficiency standards. I am  
25 especially opposed to the rolling back of California's

1 waiver on setting emission standards for the state.

2 With eight out of the top ten polluted cities  
3 in the U.S. being here in California, and Fresno is  
4 Number 1 on that list, California needs to take serious  
5 action on reversing our serious problem. It would be  
6 unconscionable to not do everything we can to protect  
7 the health of our citizens. It would be unconscionable  
8 to not do our part to reduce greenhouse gases that  
9 impact the entire planet. We cannot be held back by  
10 these proposed changes.

11 I am puzzled that the Department of  
12 Transportation and the EPA argue in this proposal that  
13 the decreased standards in emissions would improve  
14 public health and safety. We all know that clean air is  
15 vital to public health. This is common sense. Even the  
16 EPA website states, and I quote, "Scientific studies  
17 show air pollution harms people's health and the  
18 environment," end quote.

19 When I'm in polluted air, my eyes water, my  
20 throat gets sore and it stresses me to think about the  
21 negative impact it has on my health. It makes zero  
22 sense to decrease regulations for such a major source of  
23 air pollution and greenhouse gases for any reason.

24 To your point about older cars being less safe,  
25 well, I'm confident that if we come together, put our

1 minds together, we can come up with less invasive and  
2 more innovative solutions than what you propose to  
3 getting people out of their old jalopies and into safer,  
4 newer cars. What is most shocking about this proposal  
5 is that it doesn't take an expert to see that it lacks  
6 sound research, reasoning and credibility.

7 Is it true that EPA career experts were  
8 ignored? Why? The EPA website states that it has --  
9 quote, it has learned from experience that working  
10 closely with stakeholders and government partners can  
11 lead to better programs that are more effective and  
12 efficient and win buyer support, end quote.

13 I want to know which stakeholders and  
14 government partners you worked with to write this  
15 proposal, and I want to know what all of their interests  
16 were. I noticed you estimated that there would be a  
17 half-million barrel increase in fuel consumption per day  
18 with this proposal. We need solutions that decrease  
19 fuel consumption, not increase it.

20 I also noticed that 18 agencies, many of which  
21 are acting on behalf of the health of the public, in the  
22 plan requested a 120-day extension for commenting for  
23 this proposal. I am appalled that you denied their  
24 request for the reason of providing maximum lead time  
25 for automakers to meet their need required.

1           To be blunt, this proposal is smack (sic) with  
2 corrupt intent of your public agencies funded by our tax  
3 dollars.

4           I implore you to take action for the greater  
5 good of our public and our planet, rather than the  
6 greedy interests of the few.

7           ALEX SHERIFFS: While she's getting the time  
8 ready, I just want to observe, last time I was in this  
9 room, it was a flamenco concert and performance, and the  
10 people on the stage and in the audience looked like they  
11 were having a lot more fun.

12           So this is really important, but they were  
13 having a lot more fun.

14           My name is Alex Sheriffs. I'm here speaking  
15 from myself from the perspective of a practicing  
16 physician in the central valley. Thank you all for  
17 coming to Fresno for this hearing.

18           Fresno, as has been mentioned, is the heart of  
19 this air basin which you know year after year has the  
20 worst or among the worst air pollution in the nation.

21           What EPA does has been so important in the past  
22 progress, and it's going to be critical for our future  
23 progress.

24           My wife and I practice the breadth of family  
25 medicine in Fowler, an agricultural town of 2600. In

1 1982, we immediately saw very high rates of asthma in  
2 children and an increasing number of older individuals  
3 developing lung disease with no prior history of  
4 smoking. An increasing body of science links those  
5 observations to the major air pollution challenges we  
6 still face in the San Joaquin Valley.

7 Our air is much cleaner today. A shorter life  
8 span by an estimated two years was part of the cost of  
9 the pollution of breathing air in the 1970s for a  
10 lifetime. Our air is cleaner because of technology  
11 advances, investments by businesses and agriculture,  
12 regulations and incentive money from public agencies.  
13 All of this driven by the Clean Air Act, which  
14 established the framework to bring these elements  
15 together through scientifically validated, health driven  
16 goals. These goals have always been ambitious,  
17 seemingly unreachable when proposed, but again and again  
18 achieved, to the benefit of our valley's health, growing  
19 population and economy. Despite all the work of local  
20 businesses and agencies, those health protective  
21 standards would not have been achieved without the  
22 waiver which has allowed California to collaborate with  
23 the auto industry in setting ambitious mileage and  
24 emission standards needed to meet our state's particular  
25 health threats. Multiple states have recognized the

1 benefits of these standards for their citizens and  
2 joined in adopting California's standards.

3 And now, with increasing urgency, we must add  
4 our collective efforts to eliminate man-made sources of  
5 greenhouse gases. The local effects of climate change  
6 become more obvious by the month. 2018 has set records  
7 for wildfires in California, leading to days of the  
8 worst particulate pollution in decades in this valley.  
9 CAL FIRE tells us the hand of climate disruption is  
10 clearly in our lengthening fire season and in current  
11 wildfire behavior. The Number 1 cause of death,  
12 remember, from natural disasters is not from floods or  
13 fire or hurricanes or earthquakes; it's actually heat.  
14 In our record of -- a record-smashing 25 consecutive  
15 days over 100 this summer reminds us the direction  
16 climate disruption promises for this valley. Small  
17 steps do matter.

18 The 2021-2026 CAFE standards were developed  
19 over many years and are clearly technically and  
20 economically feasible. A Cal State Fullerton study  
21 estimated our annual excess health costs from criteria  
22 pollutants in the range of not millions, but \$2 billion  
23 annually. This valley annual premature mortality,  
24 deaths from air pollution, are still measured in the  
25 hundreds. We cannot afford to move backwards, away from

1     achievable goals, nor should we be abandoning the tools  
2     that have done so much for our health over recent  
3     decades.

4             Please do not backslide on the CAFE standards.  
5     Do not reverse California's waiver under the Clean Air  
6     Act.

7             Thank you.

8             CAROL JEAN PATTERSON: I appreciate this  
9     opportunity to speak.

10            I'm Carol Jean Patterson, a retired social  
11     worker from Oakland. I live near a number of heavily  
12     traveled freeways with the result that there is black  
13     soot on the outside of my home, as well as inside any  
14     open windows. This is from car emissions. The 2012  
15     standards would eliminate 6 billion metric tons of that  
16     stuff.

17            For over 30 years, I have suffered from asthma.  
18     In the past year, I've noticed an increase in the  
19     severity of the Save-the-Air days, including days when  
20     the air quality index was above the hazardous range. On  
21     the moderate to unhealthy days, I can't walk any  
22     distance outside.

23            I felt bad, because I used to drive an older  
24     car, because of the emissions, and that I was adding to  
25     the air quality problem. But on really bad days, I

1     couldn't help it. I had to drive. I couldn't walk to  
2     the bus stop or the train.

3             Recently, I was able to buy a used electric  
4     vehicle, which I charge at home with an energy mix that  
5     includes solar energy. I'm really enjoying driving  
6     without adding to air pollution. Driving electric does  
7     save me money because electricity is cheaper. My  
8     monthly car energy bill is approximately 50 percent less  
9     than when I drove an internal combustion engine car. As  
10    gas prices rise I expect that the savings will be even  
11    greater. I also save money, because I don't need oil  
12    changes or to buy antifreeze. I think everyone should  
13    have the opportunity to drive cars that have fewer or no  
14    emissions.

15            The 2012 clean car standards are an important  
16    step, but a first step, and should not be rolled back.

17            Thank you.

18            JANELLE LONDON: Hi. Thank you for having us  
19    today.

20            I'm Janelle London. I'm from Menlo Park, and  
21    I'm with the non-profit Fueltura (phonetic) which is  
22    dedicated to accelerating the transition to clean cars.  
23    And our organization is part of a larger one called Yes  
24    Clean Cars that has the same goal.

25            I'm here today to say that rolling back the



1 clean car standards is a step in the wrong direction.  
2 Instead, we should be pushing for even cleaner  
3 standards, ones that move us closer to electric  
4 vehicles, or E-vehicles. The global trend is away from  
5 gas cars and towards EVs. Twelve countries have  
6 announced plans to phase out gas cars. China is  
7 dominating the EV industry already. The CEO of Shell  
8 Oil called for Great Britain to move its gas car  
9 phase-out date from 2040 to earlier, to 2035. British  
10 Petroleum and Shell are buying EV charging networks.  
11 The end of the gasoline era is coming, so we better move  
12 to cleaner and not dirtier cars or we're gonna get left  
13 behind.

14 Who of you has ever driven an electric vehicle?  
15 Yeah? So two out of three, it looks like. All three.  
16 Okay. So you guys know EVs are safer. The batteries  
17 line the bottom of the car for stability. EVs do not  
18 roll. Switching to EVs is one of the most effective  
19 ways to decrease the risks of dangerous natural  
20 disasters. These are safer cars. EVs are also cheaper  
21 to fuel; \$1.20 per gallon, says the Department of  
22 Energy. And with PG&E electric rates, we are paying 4  
23 cents a mile. Our old gasoline cars were costing us 10  
24 to 20 cents a mile.

25 My family's EVs are fabulous. We have a Chevy

1 Volt and a Kia Soul EV. (Unintelligible) EVs are  
2 forecasted to become cheaper than their equivalent gas  
3 cars by 2025. With the average car price today of  
4 \$36,000, our Chevy Volt cost us \$37,500 before any kind  
5 of rebate, and we're leasing our Kia Soul EV for \$139 a  
6 month. That's less than \$5 a day. So talk about  
7 affordable EVs. EVs also decrease the \$24 billion a  
8 year in health costs that we're getting, thanks to  
9 gasoline cars.

10 So I'm not just an advocate, but I'm also a  
11 mom. And we moms, we really -- we want clean air and a  
12 healthy planet for our kids, and we want to spend less  
13 on our cars and our family's health bills. And we're  
14 not gonna put up with any proposal that gives us the  
15 opposite.

16 Thank you.

17 JOHN SHEARS: So good afternoon, and thanks for  
18 the opportunity, for allowing us all to testify this  
19 afternoon.

20 My name's John Shears, and I represent the  
21 Center for Energy Efficiency and Renewable Technologies,  
22 which is a coalition of Clean Tech Environmental and  
23 Public Health -- Clean Tech Companies Public Health and  
24 Environmental Organizations.

25 So I'm here to testify on behalf of CEERT in

1 opposition to the proposals in the August 24th notice of  
2 proposed rule making to, one, roll back the fleet-wide  
3 average pollution emission standards from the previously  
4 agreed 2025 targets, and, two, to oppose any attempts to  
5 revoke or remove California's half-century waiver  
6 authority, which was originally established in the Clean  
7 Air 67 (sic), that allows the state to establish its own  
8 demonstratively successful air pollution standards, the  
9 same standards that led to the development of the  
10 program that served as the template for the historic  
11 National Clean Cars Program that's now the subject of  
12 discussions.

13 So paradoxically, as the joint August 24th  
14 proposal is implemented, it risks making it impossible  
15 for California to meet its 2025 and 2038 goals for  
16 achieving the national ambient air quality standards,  
17 thereby putting the State in violation of the Federal  
18 Clean Air Act with all the consequence that that  
19 entails. Moreover, these actions remove an essential  
20 tool from the limited tool kit that would otherwise be  
21 available to the many other states. And the current  
22 count EPA -- current EPA count is 22, not just the 16  
23 aligned (Unintelligible) other states and others in  
24 Colorado. So we remove the tool that would otherwise be  
25 available to them, as well as the District of Columbia,

1 in their efforts to clean up their own regions with  
2 poor, if not dangerous, air quality.

3 This will come at considerable costs of  
4 increased morbidity, mortality and increased medical  
5 costs and productivity (sic) in the affected  
6 populations. And then there are the costs that come  
7 from the ever-strengthening and worsening positive  
8 feedback loop (sic) that this pollution is causing with  
9 our wildfire season and all that that entails. And as  
10 we've seen, it's not just California. It's the  
11 (Unintelligible) the whole west (Unintelligible) and  
12 Alberta.

13 In contrast, robust (Unintelligible) conducted  
14 by International Council on Clean Transportation,  
15 California air resources Board, together with the EPA  
16 and NHTSA granted, under the previous administration and  
17 after receiving 100- or 200,000 submissions, and by  
18 the -- for the environmental defense, all indicate the  
19 auto manufacturers to meet the Model Year 2025 national  
20 clean car standards cost effectively, predominantly with  
21 effective gas engines and transmissions, while producing  
22 safe cars and with a minimal reliance on zero-emission  
23 vehicles.

24 Auto manufacturers have been managing (sic)  
25 more fuel-efficient vehicles more rapidly than predicted

1 under the 2012 technical assessment, all while seeing  
2 sales and profits grow by roughly five percent per year  
3 since 2012, according to an August 2018 Wall Street  
4 Journal article. Indeed, some of the vehicles  
5 (Unintelligible) already meet the 2025 standards.

6 We urge the U.S. EPA and NHTSA to abandon the  
7 proposals in the August 24th NPRM and to allow the  
8 notification (sic) of the 2025 standards to proceed as  
9 originally agreed in 2012.

10 Moving forward, the National Clean Cars Program  
11 has agreed that 2012 will be essentially  
12 (Unintelligible) of our auto industry and our economy,  
13 while also protecting our communities and environmental  
14 health.

15 Thank you.

16 MR. STOKER: Thank you.

17 So as Panel 14 goes, if Panel 15 can make their  
18 way up.

19 At this point, like I mentioned earlier,  
20 Elizabeth Adams, our director of the Air District  
21 Region 9, will be sitting in for me and Karl Simon with  
22 the EPA, who is the director of transportation and  
23 climate division nationally at headquarters.

24 And I just -- before I go, I want to thank all  
25 the panels today. You have been very, very

1 professional. I want to thank everybody for how you  
2 have adhered to the timelines. It makes it work well.  
3 And everybody is operating by the same rules.

4 I want to thank all the advanced staff that got  
5 here to make all this happen and make this happen in  
6 such a smooth way.

7 And down here, the people that have been  
8 working the hardest that I want to thank is  
9 Nicole Chance and Pamela Warkentin, and they've been  
10 providing all the sign language for the hearing  
11 impaired. So they definitely have had the hardest,  
12 toughest job of everybody.

13 Thank you.

14 BETTIE HOLADAY: My name is Bettie Holaday.  
15 I'm a recently retired biology teacher. I'm testifying  
16 for the sustainable future for my students for keeping  
17 the 2012 fuel efficiency standards and against rolling  
18 back those standards.

19 In my definition, a sustainable future includes  
20 clean air for good health; one in fifteen of my students  
21 have asthma; avoiding the droughts, the dead forests,  
22 the wildfires, the sea level rise coming from global  
23 warming; less money spent on fuel, about 70 percent of  
24 my students are in low-income families; less drilling  
25 for oil, which destroys biodiversity in places like the

1 California coast and the Arctic National Wildlife  
2 Refuge; healthy, stable ecosystems, because they support  
3 all of us; and finally, stable, good-paying jobs, like  
4 making the cars of the future, rather than the  
5 gas-guzzlers of the past.

6 Again, rolling back the 2012 fuel efficiency  
7 standards would prevent my students from having a  
8 sustainable future.

9 Thank you.

10 MATT ROGERS: Good afternoon. My name is  
11 Matt Rogers. I serve as the central valley district  
12 director for U.S. Senator Kamala Harris.

13 I want to thank you for the opportunity to  
14 provide comment on this administration's proposal to  
15 roll back the federal fuel economy and greenhouse gas  
16 emission standards.

17 Public participation is critical to our  
18 nation's regulatory process. That is why Senator Harris  
19 led 32 senators in requesting an extension of the public  
20 comment period. It is important that all Americans have  
21 the opportunity to make their voices heard and comment  
22 on a proposal of this magnitude.

23 California has long served as a model for the  
24 nation in the fight against climate change and efforts  
25 to ensure we can all breathe clean air. Rolling back

1 the federal fuel economy and greenhouse gas emission  
2 standards will jeopardize air quality improvements and  
3 efforts to reduce our reliance on fossil fuels.

4 The administration's decision is not based on  
5 scientific evidence whatsoever. It would result in job  
6 losses and will ultimately cost Americans money at the  
7 pump. Unfortunately, the administration is also seeking  
8 to revoke California's waiver under the Clean Air Act,  
9 undermining this state's ability to set air quality  
10 standards necessary to protect all Californians.

11 Senator Harris also recently led 34 of her  
12 senate colleagues in a resolution affirming the current  
13 one national program and defending state authority under  
14 the Clean Air Act to protect citizens from harmful air  
15 pollution.

16 Now is the time to accelerate innovation  
17 forward toward a cleaner future, not threaten our health  
18 and our environment by rolling back these standards.

19 Thank you.

20 MICHELLE ROMERO: So I'm Michelle Romero. I'm  
21 the national director of Green For All, and this is  
22 Maddy, and we're here at a hearing called, you know, the  
23 Safer Affordable Fuel-Efficient Vehicles Rule, which is  
24 incredibly misleading.

25 What we have today are clean car standards that



1 are meant to protect the health of our communities. And  
2 what the Trump administration is proposing is to  
3 actually take away protections for our health and  
4 safety.

5 And so taken in part, you know, when we look at  
6 this and we say, Oh, well, it's just going to reduce  
7 fuel economy by about ten miles per gallon or so, it may  
8 seem like it's not a big deal, but it actually is a big  
9 deal for communities out here in the central valley  
10 where you've got dust and pesticide pollution, you have  
11 all sorts of contaminants in the environment and then  
12 you add, on top of that, dirtier tailpipe pollution,  
13 you're costing more people at the pump, it just adds on  
14 to the situation our community's are already facing.

15 So we'll submit our formal written testimony in  
16 full, but Maddy here would like to just say one thing.  
17 She would like -- what would you like? Clean air.

18 MADDY: Clean air.

19 MICHELLE ROMERO: Good job.

20 DESTINY RODRIGUEZ: Hello and good afternoon.

21 My name is Destiny Rodriguez. I am the community  
22 relations person for Center for Climate Protection. Our  
23 mission is to inspire, align and mobilize action in the  
24 response to the climate crisis.

25 First, I'd like to say thank you for allowing

1 us the opportunity to comment today. And I'd like to  
2 start by stating that this proposal revokes California's  
3 right and other states' rights to their own protective  
4 standards under the Clean Air Act.

5 Emissions from vehicles cause severe health  
6 impacts, especially to young children. Early exposure  
7 leads to stunted lung growth, respiratory infections,  
8 bronchitis, emphysema, asthma, potentially, lung cancer,  
9 and overall decreased lung function. According to  
10 Center for Disease Control, one in thirteen people in  
11 the United States have asthma, and in the central  
12 valley, one in five children suffer from asthma. More  
13 than 176,000 children, just in Fresno County alone, have  
14 asthma, according to the Department of Public Health.  
15 It is the leading cause of missed school days here in  
16 the valley and is the leading chronic disease among  
17 children. And this information is according to the  
18 Asthma and Allergy Foundation of America.

19 Transportation is one of the largest sources of  
20 pollution. We need to stay on track for the protection  
21 of our public health, for our children's health, our  
22 grandchildren. In the past, California has pushed to  
23 adopt the lower (sic) emission standards for vehicles.  
24 It was actually one of the first, with Assembly Bill  
25 1493. It was the first legislation to regulate

1 greenhouse gas emissions from passenger vehicles.

2 This proposal will halt progress made thus far  
3 and eliminate California's ability to require clean  
4 cars, further hindering progress for greenhouse gas  
5 reduction and cleaner air quality. Fully implemented,  
6 clean cars can cut pollution by nearly 6 million tons.  
7 This is one of our most important environmental  
8 safeguards that we have.

9 This current proposal will not benefit  
10 communities or general public. If enacted, the result  
11 will be increased carbon emissions, oil consumption,  
12 increasing domestic oil production, which defies the  
13 Energy Policy and Conservation Act requirements.

14 The cycle of dependence on big oil needs to  
15 stop. We all need to work together going forward  
16 towards a cleaner, greener future. Let's not fail our  
17 future generations.

18 Thank you.

19 MS. ADAMS: Hello. Could Panel Number 16 come  
20 up and Panel 17 move forward.

21 Thank you.

22 ALLIS DRUFFEL: Hello, and thank you for taking  
23 my testimony.

24 My name is Allis Druffel, and I work at  
25 California Interfaith Power & Light. You've heard from

1 my colleague, Bill Bradley, on Panel 4 (sic), who works  
2 with the National Interfaith Power & Light movement.

3 I come to this issue as a person of faith. All  
4 major faith traditions hold dear and are obligated to  
5 care for all of creation in its full forms; therefore, I  
6 urge the EPA and NHTSA not to roll back or weaken the  
7 clear car standards and to withdraw the proposal to do  
8 so.

9 As you've heard multiple times throughout the  
10 day, there are so many benefits to the clean car  
11 standards, including public health, especially for folks  
12 in communities of color who are disproportionately  
13 affected by pollution, increasing clean jobs and  
14 strengthening household income.

15 I got to talk on this issue in 2002 as a person  
16 of faith and an advocate for the transition to a clean  
17 energy future. I experienced severe asthma growing up  
18 in Los Angeles as a child, but with clean air  
19 regulations that has mostly been resolved. But my  
20 nieces, who still live in the L.A. basin, suffer from  
21 asthma on a daily basis, a need to carry their inhalers  
22 with them at all times.

23 But just recently, it became a lot worse. My  
24 sister, Carolyn, who is the light of our family, her  
25 church and her community, died of cancer on August 3rd.

1 When she was first diagnosed, she learned two things;  
2 first, that her housing tract in Torrance, California,  
3 was built on top of old, supposedly cleaned-up oil  
4 fields; and two, that there was a cancer cluster within  
5 a three-block radius of where she lived. Her home is  
6 close to multiple oil wells, the Torrance oil refinery  
7 and not far from the ports of Los Angeles and Long  
8 Beach. At Carolyn's funeral service, her daughter, my  
9 niece, in her eulogy of her mom, said, I'll never know  
10 why you died so young. Well, I am convinced I know why  
11 she died so young.

12 There are multiple reports about the link  
13 between sources of pollution to increased health  
14 effects, such as asthma and cancer. And as you know,  
15 the South Coast Air Quality Management puts the number  
16 of 5200 premature deaths just in the South Coast alone  
17 due to pollution.

18 It's hard to imagine real people behind this  
19 statistic. So to put a face to this premature-death  
20 statistic, this is my sister, Carolyn.

21 Turning back the clean car standards will force  
22 the U.S. to rely on more dirty burning oil, leading to a  
23 continuation of premature deaths, like Carolyn, and a  
24 plethora of illnesses. This is unacceptable.

25 Please, for the love of creation, withdraw this

1 proposal to weaken the clean car standards.

2 Thank you very much.

3 MS. ADAMS: I'd like to remind folks, it's  
4 really -- the acoustics in here, I can hear the  
5 gentleman speaking that's speaking right now. So if you  
6 have a conversation, please take it outside. And just  
7 so we can keep going, refrain from clapping.

8 Thank you.

9 KEVIN ORTIZ: Hello. My name's Kevin Ortiz.  
10 I'm with the San Francisco Latino Democratic Club.  
11 Thank you for allowing me the opportunity to speak on  
12 this important topic.

13 I'm here to oppose the proposal to weaken  
14 regulations on fuel efficiency standards for 2021  
15 through 2026, as this is environmentally irresponsible.  
16 Weakening these regulations only benefits the fossil  
17 fuel and automobile industry at the cost of our climate  
18 and our children.

19 Speaking as a young person, this will  
20 disproportionately affect my community, both as a Latino  
21 and a young man, more so than most of the people in this  
22 room and certainly at the White House.

23 This isn't about technical disagreements. The  
24 Trump administration doesn't believe in science and  
25 certainly doesn't agree in climate change, which

1 97 percent of scientists agree on. Some facts that  
2 we've already heard today, five of the largest fires in  
3 California happened in the last five years. One in two  
4 Latinos live in communities that violate the air  
5 standards.

6 San Francisco is currently exploring  
7 possibilities to strengthen the sea wall on a ballot  
8 measure called Proposition A, which is in critical shape  
9 due to our rapidly changing environment.

10 The current regulations for the safer  
11 efficiency -- fuel efficient vehicles rule -- which is  
12 just funny, actually, because the acronym is SAFE, but  
13 it's actually weakening the standards. And I find that  
14 very comical (sic), but it's good PR. Right now, it's  
15 currently already expected to save six billion metric  
16 tons of dangerous climate pollution, save America four  
17 billion barrels of oil and save (Unintelligible) billion  
18 over the lifetime of vehicles when the standards are  
19 fully implemented. Why would we change that? Why  
20 wouldn't we cut down 60,000 automobile industry  
21 (Unintelligible) by rolling back standards that are  
22 already in place? In the last 30 years we have  
23 exponentially damaged our planet more so than the human  
24 race has been in existence.

25 This may not affect you, but it will affect me.

1 It will affect my community, and will affect the  
2 generations to come.

3 Thank you.

4 GUSTAVO MARTINEZ: Good afternoon. My name is  
5 Gustavo Martinez. I am here on behalf of Tulare County,  
6 representing the voice of many Latinos, many of those  
7 who are not able to attend and would oppose this rule.  
8 But -- they would oppose because of all the health  
9 issues that would arise from pollutants already present.

10 I already live in a community which is affected  
11 with much pollution because of agricultural pesticides.  
12 And the approving of this rule would pollute the  
13 environment further, which is a problem we're already  
14 facing.

15 I have four younger siblings and want them to  
16 grow up with a healthy life with cleaner air. And I'm  
17 pretty sure everybody here wants the same for their  
18 family.

19 Thank you.

20 CRAIG LEWIS: Good afternoon. I'm Craig Lewis,  
21 the director of strategy and business planning, a world  
22 leader in innovative global solutions in automotive and  
23 aerospace and packaging markets. With 12,000 employees,  
24 we generate 5 billion in revenue, and with the U.S.  
25 representing 40 percent of our business.



1           Specifically, automotive, we work with our car  
2 company customers to design and deliver body structures,  
3 crash management systems, battery enclosures and other  
4 automobile molds (sic) or structural products. Our  
5 products help reduce vehicle weight to make new cars  
6 lighter, safer and more sustainable. Enhancing the  
7 safety of drivers, passengers and pedestrians is a top  
8 priority for us and for the consumers we serve, and  
9 that's why I'd like to start off by addressing the draft  
10 rule and it's approach to light weight and safety.

11           We are pleased to see the agencies recognize  
12 that reducing weight of new cars and trucks with  
13 material substitutions is a winning strategy to boost  
14 fuel economy and cut emissions while maintaining or even  
15 improving safety. In fact, aluminum goes beyond light  
16 weight. It is also a trusted safety (Unintelligible)  
17 component, like crash management systems -- which is a  
18 fancy name for bumpers -- across the top safety-rated  
19 vehicles, making superior energy absorption during a  
20 crash.

21           As a global leader in crash management systems,  
22 we work daily with automotive manufacturers to design  
23 solutions that increase the size and energy absorption  
24 of the vehicles' both front and back and frontal zones  
25 for added safety, without increasing over all weight.

1           To the extent NHTSA raises questions about  
2     reducing the weight on the smallest of the small car  
3     assembly, the facts don't support their concerns.  
4     Automakers are not looking to take weight out of small  
5     cars. They have not indicated they will do this with  
6     any type of regulation. The opposite is true.  
7     Automakers are concentrating their light-weighting  
8     strategies on vehicles on the other end of the spectrum,  
9     the largest and heaviest cars and trucks where the  
10    greatest light-weighting benefits exist.

11           The aluminum association, of which Constellium  
12    is a member, will submit written comments that include  
13    data on the dynamic related (Unintelligible) and  
14    finalizing the forthcoming rule.

15           Next, I would like to address the importance of  
16    regulatory uncertainty in the future growth of our  
17    business in the United States. Constellium has invested  
18    heavily in the U.S. in the recent years, creating  
19    hundreds of good manufacturing jobs in several states.  
20    We have opened a new plant in Bowling Green, Kentucky.  
21    It's a \$150 million joint venture, creating 200  
22    full-time jobs. In 2016, we opened a R&D hub in  
23    Plymouth, Michigan, dedicated to the automotive sector.  
24    Last year, we announced a grand opening of our new plant  
25    in White, Georgia. This is to support automakers in the

1 southeast United States. We expect to have 150  
2 employees in White, Georgia, by 2019 and in Van Buren,  
3 Michigan, we doubled the plant size and grew more than  
4 500 employees. This plant provides 20-million  
5 structural parts of the F-150. Overall, we have  
6 invested \$500 million in the past five years to expand  
7 this growing automotive market in the U.S. And that  
8 said, any further investments need to reflect the  
9 long-term vision of the market. If neither we nor our  
10 customers can tell where our regulations are headed down  
11 the line, or if there remains conflict or confusion or  
12 the certain (Unintelligible) court litigation, multiple  
13 entities will be disrupted, the growth of our business  
14 (Unintelligible) and jobs we serve.

15 More sustainable vehicles are the global trend,  
16 and we urge the U.S. Department of Transportation and  
17 the EPA to follow. (Unintelligible) continued  
18 improvement in the fuel economy and promote regulatory  
19 (Unintelligible).

20 The final rule should also accurately reflect  
21 (Unintelligible) in achieving both (Unintelligible) and  
22 sustainability.

23 Thank you for your consideration and for your  
24 business.

25 MS. ADAMS: Thank you.

1           MARTHA ROBERTS: Thank you for the opportunity  
2 to testify today. My name is Martha Roberts, and I'm an  
3 attorney with the Environmental Defense Fund.

4           The current clean car standards have an  
5 extraordinary range of benefits and rest on an extensive  
6 technical record. Clean car standards have already been  
7 in place since Model Year 2012. We've already seen that  
8 clean car standards mean that consumers are able to buy  
9 a wide range of cars and trucks that pollute less and  
10 cost families less money at the pump, at the same time,  
11 the auto industry has thrived. This is a success story.

12           An EDF analysis of the cumulative impact of  
13 this roll back underscores what's at stake here. By  
14 2040, the roll back will increase climate pollution by  
15 2.3 billion tons. That's the annual emissions of all of  
16 India. This is a needless, massively backward step at a  
17 time when the urgent and dire threat of climate change  
18 is only becoming more clear and more devastating. The  
19 (Unintelligible) is not the only cost; at the same time,  
20 rolling back these standards would cost consumers  
21 hundreds of billions of hard-earned dollars at the gas  
22 pump. The clean car standards also spur auto  
23 manufacturer innovations and vitality. In fact, the  
24 proposal's own analysis concluded that this roll back  
25 would cost 60,000 jobs.

1           There are a host of reasons why this harmful  
2 roll back is unlawful. Given my short time to testify,  
3 I'll just focus on two; the proposal's disregard for the  
4 extensive technical records showing the industry  
5 standards are feasible, achievable and beneficial, and  
6 the proposal's extreme and indefensible attack on state  
7 leadership.

8           The EPA, together with the Department of  
9 Transportation and the California Air Resources Board  
10 embarked on an exhaustive multi-year technical analysis  
11 and public process to review the existing model year  
12 2022 to 2025 standards. The draft technical assessment  
13 report, that was jointly issued by all three agencies,  
14 strongly upheld the feasibility of the existing  
15 standards, concluding that, quote, A wider range of  
16 technologies exists for manufacturers to use to meet the  
17 Model Year 2022 to 2025 standard at a cost that are  
18 similar or lower to those projected in the 2010 to 2012  
19 rule.

20           It's hard to see how the administration's  
21 dramatically different assertions (Unintelligible)  
22 suddenly become much more costly and require far higher  
23 levels of (Unintelligible) ED penetration, for example.  
24 It's hard to see how these conclusions accord with the  
25 extensive record supporting the existing standards and

1 underscore their achievability and low cost. Even the  
2 experts the agencies rely on have expressed serious  
3 concerns with how the work has been used. New York  
4 Times quoted an economist whose research was cited  
5 repeatedly in the proposal by saying, I don't know how  
6 they're going to defend this analysis, I just don't  
7 think it's correct.

8 I'd like to go into more detail about America's  
9 long tradition of state leadership on clean cars, which  
10 has yielded tremendous benefits, reducing pollution  
11 while fostering innovation, but I'll just briefly say  
12 that the administration's proposals to roll back  
13 national clean car standards, including these two  
14 separate aggressive attacks on the state's success  
15 story, is unlawful and unwarranted. This attack is an  
16 effort to block the (Unintelligible) clean car statutes  
17 that numerous states have put in place protecting nearly  
18 half our country from dangerous pollution discharge by  
19 cars and trucks. The administration should reverse this  
20 reckless attack.

21 This proposal to eviscerate a tremendously  
22 successful program is contrary to law, facts and the  
23 best interest of all stakeholders. It should be  
24 immediately withdrawn.

25 Thank you for the opportunity to speak.

1           ANGEL GARCIA: Good afternoon. My name is  
2 Angel Garcia, and I just want to start off by saying  
3 rolling back on the health protections intended to  
4 protect folks is really, simply, as we look at it from  
5 communities in the front lines, an attack. It's  
6 preposterous, appalling. It's disappointing, to say the  
7 least, that the current administration is actually even  
8 considering something like this.

9           But I -- I'm not going to focus about the  
10 economics about it or the jobs, because the numbers  
11 don't lie.

12           What I will say, however, is that people's  
13 lives are at stake, people's health. My family's  
14 health. I have an eight-month old baby, and, as it is,  
15 I live under the constant concern of pesticide exposure.  
16 I live within less than a quarter mile from where they  
17 apply pesticides. But I also live in the San Joaquin  
18 Valley. It's notoriously known for air quality -- bad  
19 air quality.

20           And so when looking into this issue of the roll  
21 backs, I think that it's just -- I don't know. As a  
22 father, it's hard for me to envision a positive future  
23 when actions or proposed actions, such as these that are  
24 being considered.

25           So I definitely want to go on the record with

1 my opposition to this roll back to be noted.

2 This is not just about costs of jobs. It's  
3 about people's realities. People in the valley are  
4 already having a struggle to get by or are already --  
5 especially in the farm working communities, who not  
6 surprisingly are not here, because, for some reason, I  
7 mean, this thing is held in the middle of the day, and  
8 people can't really participate, so -- but at the same  
9 time, they're the ones that are living this reality;  
10 they're the ones out in the community, eating the food.  
11 At the same time, they're having to tolerate these  
12 ill-fated incidents.

13 So that said, as a father, I really and  
14 strongly urge that the roll backs -- we, as a community,  
15 do not support them.

16 So thank you.

17 CLARE STATHAM: Good afternoon. My name is  
18 Clare Statham. I am a Fresno resident, and I speak to  
19 you today as the grandmother of three.

20 Two of my grandchildren have asthma, and I, as  
21 of three years ago, have an inhaler.

22 I have four points that I want you to hear  
23 today.

24 The first is that the San Joaquin Valley, on  
25 many days of the year, has air that is harmful to



1 breathe. I want you to think about this as though it  
2 related to your children and your grandchildren.  
3 Something is amiss when we have to check the air quality  
4 before going outside, when we must avoid vigorous  
5 outdoor activity many days of the year, when we cancel  
6 after-school sports activities because of air quality,  
7 and when we have some of the highest rates of  
8 respiratory and related illnesses in the nation. So we  
9 have bad air quality, and we need to improve it.

10 Second, would anyone seriously argue that the  
11 automotive industry would, of its own accord, have made  
12 such significant improvements in fuel efficiency if the  
13 government had not set the CAFE standards. So my second  
14 point is that government standards and regulations are  
15 the engine driving the air quality improvements that we  
16 have made thus far. And for the sake of the people  
17 living and, therefore, breathing here, we must continue  
18 to strengthen, not roll back, the CAFE standards.

19 My third point, some say higher CAFE standards  
20 will be too expensive. I can absolutely assure you that  
21 two of my granddaughters' visits to the emergency room  
22 would more than pay for the estimated added cost to more  
23 fuel efficient cars.

24 I strongly advise those of you visiting us  
25 today for this hearing to become educated about the

1 medical and quality-of-life costs that burden the  
2 central valley because of our air. Please learn those  
3 facts before you define what too expensive means.

4 And my final point, since when in America are  
5 we unable to adapt change and innovate our way out of a  
6 problem? I strenuously object to the whiney concept  
7 that this is too hard, we can't figure out how to do  
8 this, we're moving too fast, it will cost too much. We  
9 have always been able to figure out how to get the job  
10 done. And the idea of ceding our leadership and  
11 innovation to other countries more willing to take on  
12 the challenge is deeply disturbing and humiliating to me  
13 as an American.

14 ALICIA CONTRERAS: Hello, and good afternoon.  
15 My name is Alicia Contreras, and I'm the national  
16 organizing deputy director for Mi Familia Vota. I'm  
17 here as a member of the organization that is located in  
18 Arizona, California, Colorado, Florida, Nevada and  
19 Texas, and also as a community member and a very  
20 concerned member who also has family that is impacted by  
21 asthma and extreme pollution.

22 My family is originally from San Bernardino,  
23 California. Growing up in the early '90s, my brother  
24 struggled to breathe on numerous occasions, where my  
25 parents were having to struggle and watch their youngest

1 child struggle to breathe and have asthma. We were  
2 unable to go outside, just as many other colleagues and  
3 folks have come up here during the day have stated.

4 And we have poor air quality for our children  
5 not to be able to play outside and wondering why, on our  
6 drive on the 215, where in the world is the Arrowhead  
7 Mountain, because we can't see it from the large amount  
8 of pollution from the cars and the smog that's rolled  
9 in.

10 We actually moved from California in 1998 to  
11 Arizona in order to help my brother breathe because of  
12 the amount of sufferings that he was having, asthma  
13 attacks he was having, caused by this pollution.

14 This current -- I'm hearing opposition, because  
15 this current roll back will do nothing but that, roll us  
16 backwards. It will harm our families, largely the  
17 Latino communities that are gonna be impacted. Families  
18 of brown and black communities are in those  
19 neighborhoods where we are -- our children are going to  
20 continue to have these issues with health. One or two  
21 have also said our families are likely to die from  
22 asthma or other worse respiratory illnesses.

23 So I'm asking to see why are we continuing to  
24 roll backwards when this is doable. Folks here have  
25 given you the numbers. Folks here have told you what it

1 looks like in different cities and countries -- I mean,  
2 different cities and states. Let's think about this as  
3 a humane issue. We want our children to be outside. We  
4 want our children to enjoy our environment. We're not  
5 (Unintelligible) this is an economic issue. This is an  
6 attack on our health and our communities as a people of  
7 color. I'm here to extend to you -- to offer my  
8 opposition to this roll back and ask you to please stand  
9 with us.

10 MARK ROSE: Good afternoon. My name is  
11 Mark Rose, and I am the Sierra Nevada field  
12 representative of the National Parks Conservation  
13 Association. I also live and work here in Fresno. I  
14 thank you for this opportunity to comment.

15 I'm here today on behalf of the 1.3 million  
16 NPCA members and supporters to speak out against this  
17 ill-advised plan to freeze national CAFE fuel-economy  
18 standards and end California and 13 other states'  
19 crucial fuel efficiency waiver.

20 This so-called SAFE rule is anything but safe  
21 for our nation and especially for residents here locally  
22 who are already suffering immensely from climate impacts  
23 and the worst air pollution in the nation. Mobile  
24 sources are one of the top contributors of greenhouse  
25 gases and harmful air pollutants like ozone and fine

1 particulate matter. Moving forward with this rule makes  
2 it far more difficult to meet our climate goals as well  
3 as to reach attainment with health standards for  
4 criteria polluting here in the San Joaquin Valley,  
5 including standards for fine particulates set as far  
6 back as 1997, which we are still yet to attain.

7           According to the American Lung Association,  
8 California is home to all seven of the top cities in the  
9 nation for ozone pollution and six of the top seven  
10 dirtiest cities for PM2.5 pollution. Four of those  
11 cities are right here in the San Joaquin Valley. In  
12 addition, much of this pollution flows into our national  
13 parks, making parks like Yosemite, Sequoia, Kings Canyon  
14 and Joshua Tree some of the most polluted parks in the  
15 nation.

16           We need this waiver. As Californians, we  
17 cannot afford to continue breathing in even more dirty,  
18 polluted air. And here in the central valley and Sierra  
19 Nevada, we are already seeing the impacts of climate  
20 change manifested in extreme drought, high temperatures  
21 and record-breaking wildfires, like the recent Ferguson  
22 fire which tore through Yosemite.

23           This plan fails in terms of the economic costs,  
24 as well. For instance, when it comes to just our  
25 national parks, the National Park Service estimates that

1 well over 40 billion dollars' worth of park assets are  
2 at risk due to sea level rise. Additionally, in 2015  
3 alone, federal taxpayers spent over 2 billion dollars  
4 on wildfire suppression. And in 2017, the  
5 administration requested nearly 200 million dollars for  
6 the Park Service in response to hurricanes. These, and  
7 countless other park-related costs, will only continue  
8 to rise as even more unnecessary greenhouse gases are  
9 emitted and climate impacts increase.

10 If you are really concerned with the safety of  
11 Americans, as this rule deceitfully claims, then you  
12 would put our health, our environment and our parks  
13 above the profits of special interests.

14 I urge you, please do not repeal the CAFE  
15 standards or revoke California's fuel waiver.

16 Thank you.

17 LAURA DEEHAN: Thank you for the opportunity to  
18 speak today. My name is Laura Deehan, and I'm the  
19 public health advocate with CALPIRG, the California  
20 Public and Research Group.

21 As a statewide consumer group, our message is  
22 simple, a roll back of money saving national fuel  
23 economy standards, along with the right of states to set  
24 gas emission standards, would hurt us, as well as the  
25 finances of hard working California families. We

1 support the current national vehicle fuel economy and  
2 emission standards, as well as the rights of states to  
3 lead on vehicle emission productions.

4 Today's dates, representatives, one-third of  
5 the automotive market around the country have chosen at  
6 the state level to exercise their right to bring cleaner  
7 and more efficient vehicles to their communities. A  
8 roll back of national standards, as well as the right  
9 and freedom of these states to adopt cleaner standards  
10 would mean Californians, which have the second highest  
11 cost of gasoline in the country, would be saddled with  
12 more polluting, less efficient cars, and that would cost  
13 them more at the pump.

14 Right now, the vehicle emission standards are  
15 improving public health, as well as protecting consumer  
16 pocketbooks around the country. The consumers of  
17 America, we are contracting the benefits of fuel economy  
18 standards for more than a decade, and as cars have  
19 become more efficient, consumers are saving money at the  
20 pump. Someone who just bought a car in 2017 saved an  
21 average of \$220 per year, and since the standard was put  
22 in place, Californians have saved four billion dollars.

23 The financial health consumers is often tied to  
24 our physical health. This roll back would threaten  
25 both. Thanks to our programs, we have made a ton of

1 progress in California with our air quality. California  
2 should remember how bad the air used to be when you  
3 couldn't see blue skies when you looked up, and it's  
4 gotten a lot better thanks to the clean air programs,  
5 but it's still far too polluted.

6 I live in Oakland, California, and my son, like  
7 many other people we have heard about today, also  
8 suffers from asthma. And there's too many days when air  
9 is so bad, that he, you know, is at risk of struggling  
10 to breathe when he goes out. It's still one of the  
11 number one reasons that children have to miss school  
12 days is because of asthma and bad air.

13 Throwing these standards in reverse is the  
14 wrong way for us to go as a society. To ensure this, we  
15 strongly urge the Environmental Protection Agency not  
16 roll back our common sense fuel economy standards and  
17 instead work to help Americans breathe easier and save  
18 money at the pump at the same time. We really urge the  
19 continued state authority to lead on these standards  
20 now.

21 Thank you.

22 LANDON HALL: Thank you for hosting this forum.  
23 My name is Landon Hall. I work for Fuel Freedom  
24 Foundation, a nonprofit based in Irvine, California. We  
25 promote all sorts of fuels for vehicles, but I'm



1 speaking to you today as a concerned citizen of  
2 California and of the west, as well as a father of two  
3 children.

4 California standards are one of the most  
5 powerful tools the United States has to reduce  
6 greenhouse gas emissions that are trapped in the  
7 atmosphere and harmful tail pipe emissions. The current  
8 proposal on offer by the administration increases US oil  
9 construction by half a million barrels a day. We use 20  
10 million barrels of oil a day, the vast majority of that  
11 for transportation. That's according to the  
12 administration's own estimate.

13 The proposal runs headlong in opposite  
14 direction of progress, and undermines the very intent of  
15 CAFE when it was implemented in the wake of the oil  
16 crisis in the 1970s. Back then, reducing our dependence  
17 on oil, including foreign oil, was a national event. We  
18 import 47 percent of the oil we use and that urgency  
19 remains.

20 Many people in cities all over California  
21 remember those smog days of the '70s, when it was so  
22 thick you could literally taste it. This wasn't a  
23 theoretical thing for California families. It was right  
24 there in front of you, not just the horizon. Air  
25 quality is better than it was back then. The Federal

1 Clean Act, as well as California's even more stringent  
2 protections, to make that occur. Going backward on the  
3 progress we have made with the CAFE standards simply is  
4 not an option for Californians.

5 Authorities in the State of California, see  
6 electric vehicles as the main path forward to reduce  
7 tail pipe and greenhouse gas emissions. I myself drive  
8 a Ford C-MAX plug-in hybrid made in the US. It's the  
9 official color, but really it's purple. It looks like  
10 an eggplant on wheels. My family loves it, and so do I.  
11 It's a great family car.

12 We know it's the future of transportation but  
13 we know they are not right for every California driver.  
14 The benefits of alternative fuels accessible to  
15 Californians, the CAFE standards should focus on liquid  
16 fuels as well. One of the solutions we promote is  
17 higher ethenol cleanse that can be used in a wide  
18 variety of popular vehicles like trucks and SUVs.

19 More than 20 million of the flex fuel vehicles  
20 are on the road in America. Running safely and  
21 officially on any blend of gasoline and ethenol. We  
22 need a range of solutions for our transportation-related  
23 problems, and there's no doubt America is up to the task  
24 with the regulatory incentive that have successfully  
25 improved fuel efficiency and it should continue.

1           On behalf of my wife and my two daughters and  
2 millions of other Californians, we have a vested  
3 interest in the future of the planet, please don't roll  
4 back these vital standards that have produced so many  
5 benefits from all Americans.

6           Thank you.

7           KEVIN HAMILTON: Good afternoon. Thank you for  
8 being here today and noticing this meeting. My name is  
9 Kevin Hamilton, I'm a respiratory therapist and  
10 presently the director of the Central California asthma  
11 collaborative. I'm here to speak for the hundreds of  
12 families, CCACs, community health workers I work with  
13 here in the San Joaquin Valley where we breathe some of  
14 the dirtiest air in the United States.

15           California's infamous smog is not just a  
16 statistic, it's a fact that follows us every day and  
17 affects every breath. For ten years, Central California  
18 Asthma Collaborative has focused on mitigating the  
19 burden of respiratory disease for more than 600,000 San  
20 Joaquin Valley residents that suffer from it. There's  
21 only so much we can do given the primary cause of the  
22 trigger for asthma in our area is polluted air.

23           Like other parts of California, the San Joaquin  
24 Valley endures too many days of unhealthy air because of  
25 pollution. Some from vehicles on Interstate 5 and

1 Highway 99 are trapped in the valley and exacerbated by  
2 the high temperatures. Children are forced to stay in  
3 doors on these days.

4 One in six children has asthma in the valley,  
5 which is the highest childhood rate in the nation, and  
6 they are missing out on doing things they love for fear  
7 of struggling to catch a breath. Why is the  
8 Environmental Protection Agency with its mandate to  
9 protect the public from such hazards ignoring what we  
10 face every day and pursuing a plan to roll back clean  
11 vehicle standards, making the air we breathe even  
12 dirtier?

13 These are standards automakers agreed to in  
14 2012 when the previous administration got the  
15 manufacturers together with California officials to  
16 agree on emissions and mileage targets through 2025.  
17 The current standards ensure that cars get more out of  
18 every tank of gas and produce less smog forming  
19 pollutants. It seems pretty simple. Unfortunately,  
20 this administration is not stopping it. It's also  
21 threatening to take away California's unique authority  
22 to set statewide emission standards per vehicle. A  
23 right the state has had for more than five decades.

24 Congress bestowed this right on California, the  
25 home of two of the dirtiest air basins in the nation.

1 States with unique pollution problems have to be able to  
2 manage their own air no matter who is in charge of  
3 Washington, D.C. If national standards are rolled back,  
4 only the state's authority with its own rules can keep  
5 the air quality from going backward. This would  
6 eliminate our most effective clean air tool and leave  
7 our leaders helpless to fight pollution.

8 That's why I'm testifying at the EPA hearing  
9 here in Fresno today to let you officials know that it  
10 it is shameful for the agency in charge of protecting  
11 the American people from dangerous pollution to bully  
12 states into undoing years of progress in cleaning up  
13 tail piping emissions. California's ability to regulate  
14 vehicle pollution is not an abstract concept in the San  
15 Joaquin Valley. It's a matter of a day-to-day struggle  
16 to breathe.

17 The EPA administration thinks six of the Valley  
18 Children should live indoors or see more children rushed  
19 to hospitals because they can't breathe air safely. I  
20 highly doubt that. Decades of air pollution in the San  
21 Joaquin, lives have been cut short. 1300 a year  
22 according to the ALA and California alone. The quality  
23 of life in our communities has suffered. Cleaner  
24 vehicles means fewer asthma attacks and lost school days  
25 and more children playing outside and breathing easily.

1 I hope the EPA will keep our communities in  
2 mind as it considers undoing one of the most important  
3 clean air protections we have.

4 MAXWELL BESSARD: First and foremost, I want to  
5 thank you for the opportunity to speak today. My name  
6 is Maxwell Bessard. I'm a student intern with CALPIRG,  
7 student chapter of UC Berkeley. I have been a part of  
8 the organization for the past two years and have  
9 continuously advocated for the interest of the public.

10 Today I'm here to be the voice of the students  
11 and young people across the state on an issue that will  
12 ultimately have the greatest impact on us, which is  
13 climate change. This administration's proposal to roll  
14 back fuel economy standards to the 2020 levels and limit  
15 the states' rights to set and enforce their own  
16 greenhouse gas emissions standards will negatively  
17 impact those of my generation and beyond.

18 The overall impacts of this proposal reveal 2  
19 to 3 percent increase in daily fuel consumption, as well  
20 as a net increase in atmospheric CO2 concentration and  
21 global temperatures for the coming decades. These are  
22 trends contrary to what students and young people like  
23 myself have fought for to secure a sustainable future  
24 that we hope to see.

25 I grew up here in Fresno, and I have witnessed

1 it firsthand, the impact of the changing environment. I  
2 have experienced cancelled sporting events, practices,  
3 and other outdoor activities due to poor air quality and  
4 extreme temperatures and nearby wild fires. This isn't  
5 just an opportunity for a healthy fuel economy, this is  
6 a matter of public health.

7 Too often have I heard I'm a member of the  
8 first generation to feel the impacts of climate change  
9 and the last to do something about it. I know amongst  
10 my peers there is a true concern about the impacts of  
11 climate change on this planet. This is a global  
12 challenge that will require a global solution.

13 For these reasons, I strongly urge the  
14 Environmental Protection Agency, do not weaken fuel  
15 economy standards and continue to lead the way to a  
16 sustainable and renewable future.

17 Thank you.

18 MR. MORRISON: Next panel.

19 FERNANDO SERRANO: Hello. My name is Fernando  
20 Serrano. I'm a resident of Porterville, a city in  
21 Tulare County here in the Central Valley.

22 First, I would like to thank the Environmental  
23 Protection Agency for the opportunity to share my  
24 opinion on this important matter. Many of us,  
25 unfortunately, learned about this meeting yesterday. We

1 didn't have much time to prepare for it, but regardless  
2 of that, we're here, and we're happy to be here.

3 I know that the work that the EPA has done over  
4 the last several decades has dramatically improved the  
5 quality of the air we breathe, the water we drink, and  
6 the -- and of the overall environment. We have seen the  
7 pictures before and after the EPA came into existence,  
8 and we know how significantly that change has been.

9 That legacy of the EPA's work to benefit all of  
10 us is now being threatened by some recent actions; for  
11 example, the reversal of a ban on a dangerous business  
12 in spite of its own scientific evidence and now its  
13 attempt to reverse important restrictions on vehicle  
14 emissions. This could seriously derail what the EPA has  
15 built with great work over the years, credibility. I  
16 ask you reconsider your decision to incorrectly roll  
17 back this safe rule.

18 Those of us who live in the Central Valley know  
19 already of the dangerous affect of bad air quality on  
20 all of our health as many people have already testified.  
21 We see it in our kids, in teenagers, in adults, in other  
22 people. We have to deal with pollution from the  
23 automotive center, from pesticides, from truck  
24 emissions, the dairy industry, and so many other things.  
25 This new roll back will take a big step back and



1 severely impact our communities given more.

2 Again, thank you for the opportunity to speak  
3 here today. We hope that the EPA will visit our  
4 communities more often to continue discussing ways to  
5 improve our environment.

6 DAVID ENGLE: Good afternoon. My name is David  
7 Engle. I'm a professor and speaking to you as a private  
8 citizen. As an academic, I have studied human behavior  
9 informal and formal for five decades. Picture the  
10 ostrich sticking his head in the sand. He thinks he's  
11 safe, but in reality, it certainly is no protection for  
12 him against the hunters going against the brightest hot  
13 reality of the sun beating down from above. Sure is  
14 dark in here. Head in the sand or not, the earth burns  
15 hotter each year.

16 Whatever costs, we are the ones who can do  
17 something about it, stop putting our heads in the sand  
18 like the ostrich while burning our hands to a crisp.  
19 Heads up, look around and go for the greater good.

20 From much of my childhood, I smoked a pack of  
21 cigarettes a day. Born in 1946, I grew up in Los  
22 Angeles in the '60s. That was the estimated affect of  
23 the thick LA smog of the day. Haze blocked out the view  
24 of the mountains from the school playground playing kick  
25 ball and tag. Now I live in Fresno. Whether or not you

1 believe in human causes of global warming, LA smog was  
2 and is largely the result of automobile emissions and  
3 peppered with particulates pumped into the air by  
4 thousands of vehicles.

5 Do we really want to drive back down that road?  
6 Deregulation, to maybe or perhaps for more auto sales  
7 but certainly kill children. Oil is a limited resource.  
8 What we discover a bit more, it will still be limited  
9 and being limited, the price of oil and therefore, fuel,  
10 will go up. Consumers will notice this. We can rest  
11 assured, and then looking for vehicles with higher fuel  
12 efficiency.

13 Our government, the one that's obligated to  
14 represent us, should instead of hoping the grim  
15 realities tomorrow are perhaps the day after tomorrow or  
16 instead of saying head in sand, after I am dead, let my  
17 children and grandchildren deal with certain realities  
18 down the road. No, none of that. Instead of gutting  
19 our current standards, our government, the EPA, should  
20 be developing higher efficiency vehicles now.

21 We have known since the '50s, air pollution  
22 significantly contributes to premature deaths, given  
23 that lengthy heart disease and strokes cause over one  
24 half of the deaths in the United States of America, it  
25 should be obvious that the risks to you and me to

1 increase the vehicle air pollution far outweigh the  
2 advantage associated with so-called safer cars equipped  
3 with government ordinances allowing them to pollute  
4 more.

5 What? The off ostrich raises its head out of  
6 the sand, but what does allowing increased auto  
7 emissions have to do with causing more safety? Your  
8 answer, the ostrich puts his head back in the sand. The  
9 sand is warmer now, it's heating up.

10 I think our children will remember those who  
11 stood up to keep our planet livable. They will not have  
12 much positive to say about those making automobiles safe  
13 but in reality more deadly and knew about it. Don't be  
14 ostriches.

15 KERENE TAYLOE: Hello. My name is Kerene  
16 Tayloe, and I am originally from Illinois. I am a  
17 policy director for Green for All.

18 So I would like to say thank you for the  
19 opportunity to offer comment, and I am here today to  
20 speak out in opposition of Donald Trump and Andrew  
21 Wheeler and the plan to throw American's clean car  
22 standard in reverse and launch an unprecedented attack  
23 on our health and pocket books.

24 This move by the Trump administration will put  
25 our air and lives at risk, but force consumers to spend

1 hundreds of billions of dollars more on gas on the  
2 lifetime of their vehicles. This road back is something  
3 that none of our states want and can afford. By rolling  
4 back America's clean car standard, the Trump  
5 administration is once again putting the interest of  
6 their corporate polluter allies over the health of our  
7 families.

8 The clean car standards are the most effective  
9 policy we have on the books to fight climate change and  
10 the transportation sector, which is now the country's  
11 largest source of carbon pollution that causes climate  
12 change.

13 Rolling back these standards will mean dirtier  
14 cars that pollute the air and jeopardize the health of  
15 millions of Americans, especially the 25 million  
16 Americans who suffer from asthma. This move would deny  
17 vulnerable communities and communities of color who are  
18 already disproportionately harmed by air pollution, the  
19 promise of cleaner air and healthier communities.

20 If we have learned anything from the extreme  
21 weather we have witnessed just this past month with  
22 Hurricane Florence and even the number -- the numerous  
23 fires that we had in California, is that we need to  
24 address climate change now, but the Trump administration  
25 pushes for less efficient vehicles would pump more

1 carbon pollution into our air, which would lead to more  
2 frequent and intense extreme weather events that would  
3 devastate the lives and livelihood of impacted  
4 communities.

5 The reality is that the clean car standards  
6 delivers safe, clean, fuel efficient cars that families  
7 want and need. With gas prices at their highest levels  
8 in four years, families cannot afford to spend any more  
9 of their money at the pump. Clean car standards protect  
10 families from volatile gas prices, especially households  
11 with lowest incomes.

12 The current standards save consumers as much as  
13 \$5,700 per car and \$8,200 per truck over the lifetime of  
14 their vehicles. Rolling back the standard breaks the  
15 promise toward the American people making their savings  
16 vanish into thin air.

17 Automobiles on the road today demonstrate that  
18 increased safety and better efficiency do go hand in  
19 hand. While Trump and Wheeler think rolling back the  
20 standard will make America safer, but nothing is further  
21 from the truth. This roll back isn't about making  
22 families safer, it's about doling out special favors to  
23 the auto industry.

24 Thank you very much.

25 MR. MORRISON: Thank you very much. We have

1 panel 20 to come.

2 I have to ask you, in a public hearing, we  
3 don't provide for applause or booing along those lines.  
4 If you can seize from applause from here on out. Thank  
5 you.

6 As Panel 20 comes up, can Panels 21 and 22 move  
7 forward to the staging area? Thank you.

8 WILLIAM LOPEZ-WAGNER: Good morning. Thank you  
9 for coming. I am here as a concerned father, advocate,  
10 and volunteer with Green For All and Green Latinos,  
11 calling for the protection of clean air standards and  
12 the integrity of our nation's clean air act.

13 I was born to it. Let's be honest, a drug  
14 addicted mother, and I, too, was drug addicted at birth,  
15 but the carbon pollution caused far more health issues  
16 than I ever had to overcome. It's the EPA's duty, your  
17 responsibility as the Environmental Protection Agency to  
18 protect our health and environment, not to fold to  
19 corporate abuse.

20 As a member of Green Latinos and on behalf, of  
21 my three-year-old child and wife, I ask you, and the  
22 Environmental Protection Agency meet your obligation to  
23 us, all of us, and all of the people who call this  
24 nation home.

25 As a member -- I just said that. Excuse me.

1 I'm sorry. Mr. Obama knew what EPA administrator  
2 Wheeler and Donald Trump refuse to acknowledge, that the  
3 climate crisis endangers tail pipe emissions expose  
4 people across the country to public health threats.  
5 These threats like never before with financial  
6 implications of more than 800 billion dollars on clean  
7 car standards will not only result in higher prices at  
8 the pump, but at the doctor's office and pharmacy.  
9 Worse, the loss of lives.

10 This agency will contribute to deaths, and  
11 that's undeniable if we are on the same path. We, the  
12 people, have the right to breathe clean air and clean  
13 car standards help us get closer to that reality. These  
14 roll backs, however, will only infringe on that right,  
15 while placing the burden on those who are already  
16 disproportionality affected by a changing planet.

17 The EPA Administrator Wheeler must stop acting  
18 or attacking the authority of the states like California  
19 to protect its residents now on this issue and those  
20 related. Most highways in urban areas are indirectly  
21 adjacent to low income and communities of color,  
22 resulting in higher rates of illnesses, including  
23 asthma, no longer should these communities be told quite  
24 honestly a racist notion that a color of their skin  
25 predisposes them to asthma and other carbon polluted

1 related illnesses. I refuse to stand by and have that  
2 lie continue to be told to my child and his generation  
3 as it has been told to the generation before.

4 We know it is pollution and that is causing the  
5 degradation of our health. In my personal life, I have  
6 taken steps to reduce pollution and greenhouse gases  
7 such as investing in low emission and using public  
8 transportation and walking or riding my bike when  
9 possible. What is the EPA doing to reduce pollution,  
10 greenhouse gases, and health issues?

11 The ball is in your court. With the help of  
12 the EPA, we can work towards righting the environmental  
13 wrongs that hurt and greatly reduce pollution and carbon  
14 emissions.

15 Thank you.

16 SUSAN HENDERSHOT: Good afternoon. My name is  
17 reverend Susan Hendershot, and I come before you today  
18 as an ordained minister in a Christian church, Disciples  
19 of Christ, and as the president of Interfaith Power &  
20 Light. I speak on behalf of our 40 state affiliates,  
21 more than 40,000 congregations, and more than  
22 6.5 million people of faith who are a part of our  
23 national network, in opposition to the proposed roll  
24 back of the federal fuel efficiency standards.

25 While our Interfaith Power & Light and faith



1 network include people of faith from the diverse  
2 religious traditions, I would like to speak to you from  
3 the prospective of my own tradition, Christianity. In  
4 the gospel of Matthew, Jesus is asked the question,  
5 "Teacher, which commandment in the law is the greatest?"  
6 He answers, "You shall love the Lord your God with all  
7 your heart and with all your soul and all your mind."  
8 This is the greatest and first commandment and the  
9 second is like it, you shall love your neighbor as  
10 yourself.

11 Ultimately, my advocacy, my testimony here and  
12 the work of people of faith around the country and  
13 around the world is about living out that love for God  
14 and for neighbor.

15 When we love God, we protect what God has given  
16 us is a gift to be nurtured and tended. When we love  
17 our neighbor, we don't pollute their air, their land, or  
18 their water.

19 When we love God and neighbor, we stand up and  
20 voice our opposition to the careless roll back of safe  
21 guards such as fuel efficiency standards and tail pipe  
22 emission standards that protect children from increasing  
23 asthma rates or our elders from pollution-related  
24 illnesses that shorten their life spans.

25 When we love God and neighbor, we advocate for

1 solutions to climate change, solutions as increasing  
2 fuel efficiency standards that will lower greenhouse gas  
3 emissions. These emissions are fueling local warming  
4 and intensifying dangerous weather events impacting our  
5 neighbors here and now, extreme storms, hurricanes,  
6 drought and wild fires that are driving people from our  
7 homes, devastating communities, and reeking death and  
8 destruction.

9           Transportation has become the number one  
10 emitting source of greenhouse gas emissions in our  
11 country, and pollution from this sector is deeply tied  
12 to issues of racism and environmental injustice, as low  
13 income communities and communities of color are more  
14 likely to be impacted from their proximity to major  
15 transportation hubs, such as interstates and highways.

16           The prophet Micah asks the question, "What does  
17 the Lord require of you? To do justice and to love  
18 kindness and walk humbly with your God?" I implore you  
19 to use your power for good, and withdraw this proposal.  
20 Do it for the poor. Do it for the children. Do it for  
21 the disenfranchised. Do it for those that will inherit  
22 this earth from us.

23           Thank you for the opportunity to speak today.  
24 May God grant you wisdom and courage.

25           RUBEN ARONIN: Good afternoon. My name is

1 Ruben Aronin, and I'm from Los Angeles. I'm not a  
2 doctor or a scientist or a pastor, but I am a father. I  
3 had to drive five and a half hours to get here, and I  
4 wish that many more of my friends and colleagues in Los  
5 Angeles could have the opportunity to talk to you as  
6 well when I speak on their behalf to put a face of what  
7 it is like to deal with being powerless when you're a  
8 child and can't breathe.

9 My son developed pneumonia at nine months of  
10 age, leaving him severely asthmatic. He had  
11 supplemental oxygen in the evening, seven more bouts of  
12 pneumonia, and as he got older and stronger, he  
13 continued to have this asthmatic condition that meant he  
14 was more susceptible to colds and flus.

15 Myself and my wife, as a teacher, taking time  
16 off of school, finding friends and family to be with my  
17 child who had numeral illnesses as a preschooler. He  
18 missed so much of the first year of preschool, we kept  
19 him back. So he lost that year of school, and was able  
20 to then resume elementary school a year later, then he  
21 otherwise should have been in school.

22 We were fortunate to have insurance, which not  
23 everyone has. We're out of pocket vacation for sick  
24 days that were used to the maximum to care for them.  
25 Fortunately, he has gotten better, which I can't say the

1 same for everybody who suffers from asthma. A crazy  
2 illness that we're making and supporting.

3 Now, last week, he's now in sixth grade, and he  
4 had to run a mile, 12 minutes or under, president's  
5 challenge. My poor son was crying because he can't do  
6 that without his inhaler. I encouraged him to talk to  
7 his PE coach, and his PE coach said, "If you're sweating  
8 and you're trying, I'll give you the lowest grade, but  
9 give it your best."

10 His buddies, I remember being a kid and being  
11 teased for not being able to hit these milestones, they  
12 encouraged him on, and he made it barely under that 12  
13 minute mile. More than six stops on the way.

14 I don't know if I can describe that trauma. I  
15 have to tell my son to play baseball, short spring  
16 activity. He can't play soccer or other activities that  
17 require breathing. It's a terrible thing that we're  
18 putting on our kids, and the trauma and health costs of  
19 these one in six kids.

20 I wanted for put a face on that for you and a  
21 power that I have as a Californian and that we have to  
22 have state authority to take back our air and to demand  
23 that we get the best, most efficient cars we can, meant  
24 that I drove a hydrogen electric car and stuck in a  
25 two-hour traffic jam in Magic Mountain. I didn't put

1 anything but water in my tail pipe as I sweat to be  
2 here, and that made me feel if we can see that as our  
3 future, there's hope.

4 Please don't take our state authority away.  
5 Don't take it away from the tail pipe of America. There  
6 are still states that follow these rules. We have this  
7 figured out. I don't want to preclude the federal  
8 government, but at least give us our state authority.

9 Thank you.

10 JULIO RAMIREZ: Hello. My name is Julio  
11 Ramirez, and I come from Porterville, California, a city  
12 in Tulare County.

13 I want to ask you when was the last time you  
14 actually breathed clean air? It doesn't make sense that  
15 you're supporting this proposition knowing well it would  
16 make our clean air even more dirty.

17 The people most effected by this is the  
18 minorities. The pollution around the valley, I actually  
19 developed bronchitis, and it's difficult to breathe  
20 without an inhaler. And it's really constraining when  
21 you're getting up and you're barely 26. It's  
22 restraining. It made me pissed that you're going  
23 forward with this proposition knowing well a lot of  
24 people will have damage. I want to know, how many  
25 victims of the air quality have to be expected until we

1 make a change?

2 Thank you.

3 SHARYL LARSON: My name is Sharyl Larson, and  
4 today when I'm sitting down, I am in fact standing up  
5 for the working families. I served for 31 years in Bay  
6 Area public schools. The children who missed weeks of  
7 school due to asthma, the kids who attended school sick  
8 with inhalers in their pockets and their backpacks. The  
9 students hospitalized for days at a time, and those  
10 students confined to their homes due to smoke coming  
11 from our massive fires.

12 Rolling back cleaner -- rolling back cleaner  
13 car standards would pose health threats to all, but  
14 particularly to vulnerable populations like my students.  
15 I am standing up for working families and communities of  
16 color, forced to migrate from the Bay Area to the valley  
17 due to rapidly rising rents, whose parents, often single  
18 mothers, return to the Bay daily to work. These people  
19 sit in traffic two to four hours a day in gas guzzling,  
20 carbon emitting.

21 A roll back guarantees that this situation  
22 would worsen. I'm standing up for those of my students  
23 who want one of the 650,000 positions in clean car  
24 manufacturing. The kind of career that they can feel  
25 good about and raise healthy families, yet light duty

1 vehicle manufacturers could vanish with a roll back of  
2 clean car standards.

3 I was taught that we must leave the world a  
4 better place. When I see that our fire season is two  
5 months longer than the last and that the last two years  
6 are the hottest in recorded history, that water already  
7 laps over the San Francisco waterfront sidewalks at  
8 times, I see that the quality of life of families I  
9 served, as well as my own community, are not better, and  
10 that in fact the quality of life is decreasing and all  
11 for corporate profit.

12 Therefore, I must stand up to defend what  
13 progress we have made, and I must work for more. We,  
14 you, must uphold the 212 clean air, clean car standards  
15 to allow for a better world and to give the people like  
16 our young activists here today hope.

17 Thank you.

18 MS. ADAMS: I'd like to introduce David Gibbons  
19 from the Office of Transportation and Air Quality of the  
20 EPA who's now sitting to my right.

21 Welcome.

22 MR. MORRISON: Is this all we have for  
23 Panel 21?

24 Okay. Go ahead, Mr. Cypher.

25 JAMES CYPHER: Good afternoon. I am Dr. James

1 Cypher. I was employed for nearly 40 years as a  
2 professor of economics at California State University.

3 I am here to testify against the proposed  
4 elimination of the fuel efficiency goals or the fuel  
5 economy standards beyond 2020. Basing my testimony on  
6 International Council on Clean Transportation data, CAFE  
7 mileage for passenger cars in 2016 was approximately 37  
8 miles per gallon. The current administration proposes  
9 to limit mileage improvements to the 2020 goal, which  
10 would be approximately 45 miles per gallon.

11 Reaching the 2025 CAFE goal of 55 miles per  
12 gallon equivalent would translate into actual mileage  
13 improvements of approximately from 27 miles per gallon  
14 in 2016 to nearly 40 miles per gallon in 2025. This is  
15 a very substantial improvement of 46 percent in mileage.

16 Consumers would benefit from lower gas prices  
17 and, depending on assumptions made, imported oil would  
18 drop 2 to \$3 billion annually.

19 The most important improvement would come from  
20 lower CO2 emissions. The grams per mile emissions level  
21 would drop from 250 in 2016 to 163 in 2025. This is a  
22 massive change of 35 percent. In 2016, approximately  
23 1.9 billion tons of CO2 came from the transportation  
24 sector, and 60 percent of those emissions were from cars  
25 and light trucks. Attaining the 2025 standards would



1 eliminate approximately 366 million tons of emissions.

2 Stopping at the 2020 goals would dramatically limit  
3 these gains to an estimated 143 million tons. This is a  
4 dead weight loss of 223 million tons of CO2.

5 An article from 2014 in the Journal of Climate  
6 Change by Balbus, from U.C. Berkeley and others, found  
7 of -- there would be a reduction of 300 million tons of  
8 CO2.

9 Health care costs, which was their focus, would  
10 then decline between 10 and \$24 billion per year,  
11 including inflation. A decade's worth of health care  
12 savings, should we have the standards we had hoped for,  
13 would reduce health care costs by 250 to 300 billion.

14 Stopping at the 2020 level would be the  
15 equivalent of imposing worse health care conditions on  
16 millions of citizens and, also, adding 5 to 10 billion  
17 annually on health care costs.

18 MR. MORRISON: Sorry, Mr. Cypher, we're out of  
19 time, if you could wrap up.

20 JAMES CYPHER: Yeah, I'll wrap up.

21 Foregoing the production of the 223 million  
22 from the CO2 will mean abandoning a 4 to 5 percent drop  
23 in U.S. total CO2 emissions.

24 And I will stop there.

25 MR. MORRISON: Thank you. When you leave,

1 would you be sure that the reporter has that and we'll  
2 attach a copy.

3 JAMES CYPHER: Okay.

4 TRINIDAD MORENO: Good afternoon. My name is  
5 Trinidad Moreno -- my name is Trinidad Moreno. I'm here  
6 representing -- representing the Central Valley to fight  
7 against roll back.

8 As a young adult and observer of my community,  
9 I want to imagine a future where polluted air is not an  
10 issue. I can sit here and give you statistics about  
11 global warming, the increase in population, and the  
12 health issues caused by our -- by our polluted  
13 environment. This is an unnecessary conversation, and,  
14 let's be honest, with the advancement of technology and  
15 lives at stake, the logical answer can only be seen with  
16 our very eyes. We need to start moving forward. Fossil  
17 fuels are part of the past and the future is green.

18 Thank you.

19 MR. MORRISON: Thank you very much. If you  
20 could give her your written notes, that would be great  
21 as well.

22 And as Panel 21 steps down, if we can have  
23 Panel 22 come up and Panels 23 and 24 come forward.

24 GREG SPOONER: Thank you.

25 My name is Greg Spooner. I'm a private

1 citizen, a resident of California, and a physicist by  
2 training and by trade. I've seen and felt the many  
3 effects of a warming planet. I've paddled through  
4 Greenland fjords, sweating in my polar gear because of  
5 an unusually warm Arctic summer. I've stood on the  
6 Antarctic Peninsula and listened to naturalists talk  
7 about the concern about the enormous changes happening  
8 to ecosystems of the Southern Ocean. Here in  
9 California, I've watched as a hundred million trees die  
10 from extreme drought. And in 2017 and 2018, we  
11 evacuated my mother from the smothering smoke of the  
12 Wine Country fires. I see climate devastation gathering  
13 speed all around us.

14 But I'm a scientist, so let me give you a  
15 quantitative perspective. The current rule in force  
16 would continue to increase the CAFE fuel standards for  
17 vehicles sold through 2025 by something like one mile  
18 per gallon per year. EPA and others had previously  
19 projected that this improvement in CAFE standards would  
20 likely be achieved mostly through improvements in  
21 combustion and new technology, nothing exotic.

22 In the proposed rule change, this ratcheting  
23 effect of CAFE standards would be abandoned. Instead,  
24 CAFE standards would be frozen at model year 2020 levels  
25 through 2026. According to vehicle standards expert and

1 former EPA employee Jeff Alson, this would result in an  
2 increase in GHG emissions by 900 million metric tons  
3 over the lifetime of those vehicles. This represents  
4 almost a gigatonne of additional carbon dioxide  
5 emissions over the vehicle life.

6 How much is a gigatonne of CO2?

7 The IPCC in 2013 estimated that to keep the  
8 earth's average temperature below a 2C increase,  
9 humanity must limit all future emissions to less than  
10 270 gigatonnes of CO2. This one rule change chews up  
11 about a third of a percent of everything left that we  
12 can safely burn. That may sound small, but for a sense  
13 of scale, let's compare this extra gigatonne of CO2  
14 emissions that this proposed rule change would produce  
15 to the cumulative emissions of other nations. To do  
16 this, I used data visualizations from the Carbon Dioxide  
17 Information Analysis Centre.

18 The cumulative emissions from the Industrial  
19 Revolution from each of 79 individual nations are equal  
20 to or less than the emissions that would result from  
21 this one rule change. Oman, for example, in the Persian  
22 Gulf has emitted a total of 0.9 gigatonnes of CO2;  
23 Slovakia, 0.9; Bangladesh, with 180 million people, is  
24 only slightly higher than 1.1 gigatonnes. Even advanced  
25 New Zealand has only emitted 1.6 gigatonnes since the

1 Industrial Revolution.

2 Seventy-nine nations have each emitted less  
3 GHGs use over their entire existence than this deeply  
4 irresponsible and unnecessary rule change would produce.  
5 How can we go backwards with this one rule that would  
6 generate GHG emissions larger than the lifetime  
7 emissions of 79 individual nations?

8 Do not make this rule change.

9 MR. MORRISON: Thank you.

10 MARY SULLIVAN: Hello. My name is Mary  
11 Sullivan. I'm here on behalf of Green for All, which is  
12 an organization that represent -- that instituted green  
13 economy for low-income places; so I'm going to give my  
14 opinions against the roll back.

15 Air pollution has been a silent killer. Like a  
16 fish in a fish bowl, the environment in which we live  
17 directly affects our health and wellness. Pollution  
18 causes major health complications in the human  
19 population, including asthma and other respiratory  
20 health issues. Twenty-five million Americans suffer  
21 from asthma. This includes six million children.

22 The laws are designed to protect us and create  
23 a balance between capitalism and human health, and this  
24 SAFE plan is in violation of this balance. The current  
25 Clean Car Standard is to protect communities in our

1 modern world, and rolling back the standard of  
2 automobiles will take us one step closer to the Dark  
3 Ages of the Industrial Revolution.

4 America has come so far when creating clean  
5 cars, which improves the lives and environment of every  
6 person. As my grandfather once said, "Without health,  
7 we truly have nothing, and without legal standards that  
8 protect the individuals and their families, our health  
9 is at risk." The roll back of the Clean Car Standards  
10 that the automotive industry prompted is a violation of  
11 the personal health and safety of all people.

12 Thank you very much for your time.

13 BENNY CORONA: Good evening, everybody. My  
14 name is Benny Corona. I'm proud to say that I was born  
15 and raised in the Central Valley. I am here today for  
16 the millions of people that couldn't make it to these  
17 hearings, especially a lot of people in my community,  
18 many people who are poor, who are farmworkers, who are  
19 first generation immigrants, who have to work multiple  
20 jobs and/or can't make hearings like this; so today I'm  
21 here to lend them my voice.

22 I'm here to unequivocally say that I am opposed  
23 to roll backs that could end America's clean car  
24 standards. As (unintelligible), I feel it is my duty to  
25 speak for my generation. This is, after all, our

1 community, our future.

2 I grew up in the fields of the San Joaquin  
3 Valley. I come from parents that are farmworkers that  
4 had big dreams, and because of their willingness to work  
5 hard and to do the toughest jobs in this country, I had  
6 the opportunity to graduate from high school as a  
7 salutatorian, and I even had the opportunity to graduate  
8 from U.C. Berkeley.

9 Another big dream that we have is that we want  
10 global climate change, manmade global climate change by  
11 our lifetime, if it's at all possible at this point. So  
12 I do want to ask on behalf of my community, on behalf of  
13 the American people, to please do the right thing,  
14 protect our clean car standards and actually improve on  
15 them, for the health of our communities are at stake,  
16 the health of my family is at stake, and the health of  
17 the American people is at stake.

18 Thank you.

19 MIKE BEEVERS: Thank you. My name is Mike  
20 Beevers. I'm a Ph.D. biologist, a business owner, and a  
21 farmer, and I do have some street cred: My daughter has  
22 asthma. "Street" meaning bad air cred. I -- I worked  
23 in the -- I worked in agriculture, and when it says  
24 "stay home," we can't stay home; we've got to work.  
25 People work in the fields, honest, hard-working people,

1 so I -- I've been here. I'm there.

2 The testimony today has been amazing. I -- I'm  
3 just surprised I didn't hear more four-letter words  
4 in -- I mean, it's a very emotional thing. People are  
5 very angry. I'm surprised they didn't express as  
6 expressive with those four-letter words. I had a  
7 prepared speech, but after four hours, I've been so  
8 moved by the citizens and the doctors in my community, I  
9 don't have a lot to add. It's very heartfelt testimony.  
10 They seem overwhelmingly against the roll back. I am as  
11 well.

12 I might add just one small comment. The --  
13 reading from the CFR, the document, it says, quote, "On  
14 March 15th, 2017, President Trump made it clear that if  
15 the standards threatened auto jobs, the common sense  
16 changes would be made in order to protect economic  
17 viability of the U.S. automotive industry." It appears  
18 that this whole document comes from the mind of one  
19 person here.

20 I don't know how many of you read Bob  
21 Woodward's recent book, but apparently what he does is  
22 he rants, and the staff surrounds him and tries to calm  
23 him down, and then he says something like, "Get me  
24 something I can sign," and then they have to do it.  
25 Those poor people. So I have sympathy for them, but I



1 think that's what is resulting here.

2 Finally, if you'll indulge me for a second, I  
3 would like to give my impression of the average Fresno  
4 citizen testifying before this committee. If you'll  
5 indulge me a minute, I'd like to do that impression  
6 right now.

7 Thank you -- (coughing) -- thank you --  
8 (coughing) -- thank you for -- (coughing and  
9 wheezing) -- thank you for the opportunity to testify.

10 MR. MORRISON: Thank you, Mr. Beevers.

11 Okay. If -- as Panel 22 goes off the stage, if  
12 Panel 23 would come up.

13 ARACELY ALVARADO: Hi. I want to try to speak  
14 English because my -- pretty much my language is  
15 Spanish, but I want to try it because I have asthma for  
16 20 years, and it's very hard for me because I had to use  
17 two inhaler: One at night and the morning.

18 And when they say you can't go out because the  
19 air is bad, we want air -- clean air, you know, clean  
20 air to breathe. We human. We not animal. Also, the  
21 animal need clean air.

22 California is -- that's big tank. It's big  
23 tank for the global warming. It's a big tank really.  
24 You can go driving and you're getting filled up, the air  
25 is so heavy, so hard, you know, I can't breathe, you

1 know. My son also has asthma and other children have  
2 asthma. I don't know why that rich people or the oil --  
3 the oil company or the auto oil company, they don't  
4 think of us, because we human, also. We want to grow up  
5 our children, and they can't go out playing, you know,  
6 everywhere -- anywhere if -- and -- and breathe clean  
7 air, really.

8 You know, it's -- it's very hard for me because  
9 sometimes I go walk, and sometimes I say, "Wow, there's  
10 so many cars," so I don't go walking, or I ride on the  
11 bicycle, but sometimes I almost hit with a car because I  
12 want to be, you know, with the bicycle. I want to be on  
13 the bicycle to the store. It's close. It's close, I  
14 ride the bicycle, or I go with my bicycle. It's close;  
15 I go on the bicycle. If you go in the cars, okay, too  
16 many cars, the air is bad. We going to die, really.

17 I hope -- I hope with this -- with this  
18 governatory (sic) or this panel we can do a good result.  
19 We can do better -- better regional issues to the people  
20 can breathe clean air. Just we want clean air, really.

21 Thank you.

22 LUPE HADLEY: Hi. My name is Lupe Hadley, and  
23 I'm here to represent (inaudible), and I'm an advocate  
24 for Green for All, and I believe that we all should, you  
25 know, have clean air in order for us to reduce sickness

1 and have respiratory breathing and asthma. And all that  
2 I can say is that it's very essential for the  
3 San Joaquin Valley to prevent this kind of health  
4 problems, and that's all I want to say.

5 Thank you.

6 ERIKA ESPARZA: Hello. My name is Erika  
7 Esparza, and I'm here because I'm against the roll back  
8 because it's not going to bring nothing positive. It's  
9 just going to take us a big step back, polluting air,  
10 polluting our communities, and for -- of course, for our  
11 children.

12 I have kids that played in soccer that we  
13 couldn't, you know -- games were canceled because we  
14 couldn't go out because of the pollution of the air, and  
15 this is just going to make it even worse; so I'm just  
16 here to say no to this roll back to support my kids, for  
17 our families, for our communities, for everyone. So say  
18 no.

19 Thank you.

20 JUSTINE BURT: Hi. My name's Justine Burt.  
21 Thank you, lady and gentlemen, for taking our testimony  
22 today.

23 I drove here with my husband, Chris, in our  
24 friends', Sven and Kate's Tesla Model S from Palo Alto.  
25 It is a sweet ride; 250 miles on a charge. We need more

1 EVs, not more low-mileage fossil fuel vehicles.

2 I'm here to urge you to take a longer view on  
3 this situation. I have two quick stories:

4 One is that there's a board of directors that  
5 every time they meet they leave one chair empty at their  
6 board meetings, and they -- that chair represents future  
7 generations, and they all together decide how they think  
8 future generations would vote on it, and so I want us to  
9 think how would future generations, like our adult  
10 great-grandchildren, look back at this decision. Would  
11 they say, "Yeah, you know, it's 180 degrees now and  
12 nothing's alive outside, but at least you can drive a  
13 20-mile-per-gallon SUV, so good for you"?

14 And the other story I wanted to share is last  
15 summer my family and I went to visit a dear friend in  
16 Northern Spain, and as they took us on a tour of their  
17 gothic cathedral in town, it's their town's pride and  
18 joy.

19 And think about the first people that started  
20 to conceive of this cathedral. The architects and  
21 patrons and construction workers knew they wouldn't be  
22 around when the cathedral was finished, and yet they  
23 still started to work on it. It was their legacy. It  
24 was their gift to future generations, and they knew it  
25 would be around for centuries.

1           And so then in the 1960s the cathedral started  
2 to crumble a little bit. The gothic arches started to  
3 list, and they -- they noticed that -- they looked to  
4 the foundation to see what was going on and noticed that  
5 water had seeped into the foundation and the foundation  
6 had been compromised. And so at some point one of the  
7 blocks in the ceiling -- so picture the ceiling, it's  
8 not wood, it's -- it's a bunch of stone blocks -- one of  
9 the blocks fell out of the ceiling onto the alter and  
10 smashed it, and the town was really freaked out because  
11 imagine all those blocks could start falling apart,  
12 given the way the arches were, and so they decided to  
13 raise funds and shore up the foundation, make it more --  
14 have better structural integrity, and in the 1960s that  
15 was the town's legacy. They wanted to protect the  
16 cathedral, shore it up, so the generations hundreds of  
17 years in the future could enjoy it as well.

18           So I'm sure everyone in D.C. understands  
19 climate change. I'm sure everybody understands that by  
20 rolling back these fuel efficiency standards, people are  
21 going to be spending more on gasoline. It's not the way  
22 to go.

23           I encourage everyone to take a longer view, not  
24 just this year, next year, next election cycle, but way  
25 into the future. How would people in the future look

1 back at this decision?

2 Thank you.

3 CHRIS COCCA: Good afternoon. My name's Chris  
4 Cocca. I'd like to thank the board for coming to listen  
5 to our concerns. I'd like to welcome you to California.

6 I hope everybody can hear that.

7 I'm here to urge you to reject the SAFE  
8 proposal. I think it's a bad idea. You know, the name  
9 says it all: It's Safer Affordable Fuel Efficient  
10 Vehicles, and inherit in the argument is that fuel  
11 efficient vehicles are less affordable. I'm going to  
12 talk a little bit about why I don't think that's true.

13 I can't think of a time in my life when  
14 automakers didn't oppose some sort of regulation,  
15 whether it was seat belts, catalytic converters, or air  
16 bags, carmakers have consistently opposed changes that  
17 save lives and improve the health of Americans. Once  
18 again, we have a simple increase in fuel efficiency that  
19 has carmakers crying the blues. The automakers want you  
20 to believe the carbon dioxide regulations at hand are  
21 too difficult or too expensive for Americans. Neither  
22 is the case.

23 Let's look at the specifics of this. If  
24 automakers were at the technically feasible limit for  
25 gas mileage, the average sedan acceleration would be

1 very slow. Over the last 40 years, there have been  
2 ground-breaking technological advances in engines,  
3 transmissions, aerodynamics, and frame designs that  
4 automakers could have used to either improve gas mileage  
5 or improve performance. Had they chosen the former, gas  
6 mileage today would be significantly higher.

7 Unfortunately, automakers chose performance, as I will  
8 illustrate with these examples.

9 In 1977, the Chevy Impala was the best-selling  
10 sedan in the United States, selling 650,000 units. The  
11 Impala went 0 to 60 in 16 seconds, and it could go 16.3  
12 miles on a gallon of gasoline. Today, the best selling  
13 car in the United States is the Toyota Camry, selling  
14 147,000 cars between January and May 2017. The Camry  
15 XSE with the V6 engine has an average gas mileage of 24  
16 miles per gallon and goes 0 to 60 in 5.6 seconds. That  
17 is more than 10 seconds faster than the 1977 Chevy  
18 Impala. Between 1977 and 2017, the best-selling sedan  
19 in America had a 50 percent increase in fuel efficiency  
20 but a 289 increase in acceleration, demonstrating how  
21 little effort we've made to improve our fuel efficiency.  
22 For comparison sake, the 1977 Corvette took 8.7 seconds  
23 to reach 60 miles an hour, more than two seconds slower  
24 than today's Camry.

25 We live in a world that's being choked by

1 carbon dioxide. The polar ice caps are melting,  
2 crushing hurricanes menace our coast, and rising sea  
3 levels threaten our largest cities, yet our auto  
4 industry produces family sedans that out-accelerate the  
5 sports cars of my youth. You don't have to be a rocket  
6 scientist to realize that if the Toyota Camry had the  
7 same performance as the Chevy Impala in 1977, we could  
8 easily reach this fuel efficiency milestone in question.  
9 To put a smaller engine in that Toyota would cost the  
10 carmakers less, the consumers less, and would be a small  
11 step towards averting the climate crisis scientists have  
12 predicted and we have ignored for the last 30 years.

13 I'm out of time.

14 Thank you again. I oppose the proposal.

15 RUTH MARTINEZ: My name is Ruth Martinez, and I  
16 am from Ducor, California, a small rural community in  
17 Tulare County. I am a long-time community organizer.  
18 I've worked with Dolores Huerta and Cesar Chavez from  
19 the UFW fighting against air pollution due to  
20 pesticides.

21 I had a daughter who was born with all of her  
22 female organs missing and only one kidney. She passed  
23 away on me a few years ago, and the doctors at UCLA said  
24 it was due to the pollution, the air pollution, and I  
25 had to fight and -- me, Caesar, Dolores, all of the



1 campesinos worked hard and fought hard to eliminate this  
2 pollution. Now we have to fight again against Trump's  
3 administration to roll back the vehicle clean thing?

4 It's ridiculous because I don't -- I have  
5 granddaughters and grandsons and great-grandkids, and I  
6 don't want them to go through the same thing. I have a  
7 daughter that's got asthma and has had three surgeries  
8 due to that, almost died on me a couple of times, and,  
9 like I said, my other daughter that was born without her  
10 female organs and her kidney died on me here a few years  
11 ago, and I just want to ask you don't support this Safe  
12 Affordable Fuel Efficiency Vehicle (sic) rule. It's  
13 ridiculous.

14 Thank you.

15 MR. MORRISON: As Panel 24 leaves, Panel 25  
16 come up.

17  
18 MR. MORISSON: Panel 25.

19 CHERYL QUALSERT: I'm Cheryl Qualsert. I'm a  
20 retired software engineer and citizen of Sacramento. I  
21 remember standing in the building across the street from  
22 Orange County airport in the 1980s. The air was so  
23 smoggy, you could not see the airport across the street.

24 Californians led the way in turning around the  
25 damage to our environment with air. Do not take away

1 the right of State of California's innovation to protect  
2 our citizens. Most people feel the effects of global  
3 warming by all emissions.

4 I'll note the cost of rolling back. I believe  
5 rolling back these standards will contribute to the  
6 standing of the world. China is apparently only zero  
7 emissions vehicles. America will not track bright and  
8 sharing winds to the problems based.

9 In the Detroit bureau, Mitch Bainwol, the chief  
10 executive of the Alliance of Automotive Manufacturers  
11 says we support standards that increase year over year  
12 that are consistent with marketplace realities.

13 Who is this change for? I believe that this  
14 regulation to roll back the already existing regulations  
15 will harm the USA. Don't do it.

16 ROBERT SKOWRONSKI: Me name is Robert  
17 Skowronski. I live here in Clovis, California.

18 First, I would like to thank the EPA,  
19 California board, California and the Department of  
20 Transportation as well. I came here in California in  
21 1974. I used to work at UCLA, the air would be brown  
22 and burn your eyes. I moved to Fresno two years later,  
23 still couldn't see the mountains and the air would still  
24 burn your eyes. That part of pollution I think has been  
25 taken care of, but there's still more to be done.

1           Also, I remember in 1954, no seatbelts  
2       whatsoever. Now my car talks to me and tells me to lane  
3       change and put on the brakes. There's been tremendous  
4       improvement, and we should keep continuing to have the  
5       improvements.

6           My point is that the scientist should be  
7       listened to. A consensus should be agreed upon. From  
8       what I can determine, climate change is real and  
9       introduction of CO2 contributes to the climate change.  
10      To reduce the CO2 reduction should be determined and  
11      that's the EPA's judgement to do this.

12           I also think that in order to do this, you have  
13      to rely on science, not alternate facts. Some people  
14      believe it's true, but they are actually lies. I think  
15      it would be helpful if the president starts being more  
16      truthful because you don't know what's the truth and  
17      what's beyond truth. It's very confusing, and if I was  
18      a very religious person, I would say that's against the  
19      10 commandments.

20           Next, justification for keeping the miles per  
21      gallon was to have safer vehicles. I don't believe that  
22      money saved on the lower standard or lower cost of  
23      producing these cars is going to make any safer vehicles  
24      because as you can see with the tax stuff, most went to  
25      the shareholders and to the companies themselves, not to

1 the workers. Why would you believe this is going to  
2 happen? Unless EPA is going to put in law. It's  
3 talking back to me. Any savings goes to safety.

4 The state, that would be a good thing, but  
5 that's never going to happen. You know that, I know  
6 that. You're dreaming; okay?

7 The other thing is if you're concerned about  
8 the cost, we have a great president. He spoke to the  
9 pharmaceutical companies and said, "Lower your prices,  
10 don't raise them." He can do that with car companies.  
11 It would use all that money for the safety features.  
12 You guys should make that suggestion; okay? It would be  
13 great. They like safety, it would cost nothing, it's  
14 free. That's what you like; right? Free ride. Okay.

15 Next, I would like to remind the panel that the  
16 loss is by three million. In college, they lost the  
17 popular vote by three million. Hillary was more  
18 pro-environment. I'm not saying she's great or  
19 anything, but she probably does tell a lot less lies  
20 than Trump. Three million people don't support what  
21 Trump is doing; okay? So that should be part of your  
22 consideration. There are elections coming up, elections  
23 have consequences. I hope you are here in a couple of  
24 years, two years, I mean. That's it.

25 REYES BARBOZA: Good afternoon. I am Reyes

1 Barboza, Jr., and I am a director of operations with the  
2 Green Light program, which is a program with the LEAP  
3 Institute. We have a mission with working with valley  
4 communities to achieve justice in five areas: Health,  
5 environment, transportation, economic, and climate.

6 Most efforts targeting and advocating for  
7 communities that are poor and lacking in resources.  
8 Green Doors will launch much in Huron, California, a  
9 rural farmer community, dealing with disproportional  
10 adverse health impacts. For decades, some community  
11 members have taken it upon themselves to offer rights to  
12 other community members that need transportation,  
13 especially to access healthcare. This will improve upon  
14 the resource by developing transportation and ride  
15 sharing and car sharing option and building an operation  
16 center to include dispatch and maintenance of electric  
17 vehicles.

18 Our community members get it, and they are  
19 alien, our area is bad and this affects our health,  
20 which affects our ability to go to work, go to school,  
21 which then increases the demand for healthcare services,  
22 which triggers a demand for mobility options. We need  
23 to invest more in education opportunities that make it  
24 easier for community members to access the zero  
25 admission mobility option that will improve their

1     quality of life.

2             Green Light is working in the community to help  
3     people get to where they need to go in a way that builds  
4     community capacity resiliency. The operations center  
5     will serve as a community resource center that will be a  
6     platform for other programs and services. Our advisory  
7     committee is located throughout California that supports  
8     the Green Light.

9             I say all this, this local community  
10    initiative, in order to express how it is an outcome  
11    from California's efforts in leading and innovating in  
12    the transportation sector, especially with respect to  
13    monitoring air pollution. These efforts are based on  
14    the history in which the state needed to take its own  
15    measure to address this public health and safety matter.

16            If given the same conditions persist, the  
17    population will be increasing, the pollution hasn't gone  
18    anywhere, and increasing vehicle wastage, California  
19    must be able to continue to take the lead and in such  
20    efforts.

21            So in this case, we do not support the proposed  
22    rule making and especially the proposed withdraw of the  
23    January 9, 2013, waiver.

24            Thank you.

25            MIKE ANDERSON: Hello, my name is Mike

1 Anderson. I'm not representing any organization, just  
2 representing myself and society in general. I didn't  
3 exactly know what the process was going to be here. So  
4 I didn't prepare any remarks.

5 I'd like to say that I'm 64 years old. I have  
6 grown up here in the valley. The gentleman referred to  
7 down the table burning eyes in LA, and I remember when I  
8 was 12, playing a game of tennis in LA, and after the  
9 game, it was actually painful to take a deep breath, and  
10 I remember the burning eyes, too.

11 The pollution here has grown and grown in the  
12 San Joaquin Valley. When I grew up, you used to be able  
13 to see the coast ranges 50 miles west. You can't see  
14 them anymore. You haven't been able to see them for  
15 about 30 years. What's the biggest cause of pollution  
16 in the valley? I think we all know the internal  
17 combustion engines is the worst polluter from what I  
18 read.

19 We also have farming with disking and trucks  
20 driving through the valley, down our state freeway and  
21 interstate freeway. Huge booms that add to the  
22 pollution in our valley.

23 What's the best way we can affect lower  
24 pollution here? You have heard testimony about asthma.  
25 I'm sure everybody here on the panel is aware that the

1 incidents of asthma in the Central Valley is worse, as  
2 far as I know, possibly in the country. Not just  
3 adults, but children, and it continues to grow.

4 What's the cause of that? Pollution. What's  
5 the biggest cause of pollution? Again, the internal  
6 combustion engine. Why would we even consider taking a  
7 step backward on something like this?

8 It was mentioned about how innovation has never  
9 happened on its own. The car agencies are -- industry  
10 has never wanted to make progress without a little push  
11 behind them. Why would we not continue that push?

12 You know in the '80s -- I'm going to run out of  
13 time. I'm going to take a different tact. Not too many  
14 people are talking about the effect in California as far  
15 as removing the exemption of California, being able to  
16 establish their own standards. The San Joaquin Valley,  
17 from what I read is the number one polluted basin in the  
18 country, and if I'm not mistaken, LA is the second. It  
19 possibly is the third, but I think it's the second.

20 We can't keep up with the federal standards in  
21 the Central Valley, we get -- the EPA gives us exemption  
22 year after year because we cannot meet the pollution  
23 standards. I think California does need to keep its  
24 own -- it needs to keep its own way of getting rid of  
25 pollution and not being -- and still continue to have an



1 exemption from the EPA. I've run out of time.

2 Thank you.

3 MR. MORISSON: Panel 25, apparently we have  
4 other speakers coming in. If anyone else in the  
5 audience would like to speak and hasn't had a chance to  
6 do so, please register outside. We would like to hear  
7 your comments, and thank you.

8 JOANNE DEAN FRANCINE: My name is Joanne Dean  
9 Francine, and I'm here to ask a question, which is who  
10 wants dirtier air? 87 percent of Americans say they  
11 don't and that the auto makers should continue to make  
12 cars with improved oil efficiency. I'm one of the 87  
13 percent, a 76-year-old grandmother who would like clean  
14 air for herself and her family to breathe.

15 I'm on a fixed income, and I live in North  
16 Fork, where houses are affordable. That's up by  
17 Yosemite, in the mountains. I love the scenic view of  
18 the clean air near Yosemite, but the downside is I must  
19 drive long distances for basic services. Over half an  
20 hour to Oakhurst for groceries, that's over 20 miles,  
21 and then over an hour to Fresno for medical specialists  
22 I need, a cardiologist, a dermatologist, eye doctor,  
23 medical tests, etc., and to come to this hearing.

24 I bought my current car, a Honda Del Sol, in  
25 1995. It gets 40 miles to the gallon, and I expect

1 vehicles manufactured after 2012's clean air standards  
2 to be even more gash efficient and money saving.

3 I will need a replacement vehicle soon, that  
4 will hopefully be more economical and clean, especially  
5 since it will need to be snow worthy and able to carry  
6 my grandsons.

7 I understand the Trump administration is  
8 proposing to reverse the single greatest and most  
9 effective strategy the US has to reduce GH, GE emissions  
10 without any credible scientific analysis or  
11 justification. The 2012 standards save Americans money  
12 and encourage innovation, efficiency, and quality in car  
13 design. They create jobs and preserve US technical and  
14 environmental leadership.

15 So let me rephrase my question. Who doesn't  
16 want clean air? I suspect it is the oil companies who  
17 will make more profits if they don't have to meet strict  
18 clean air standards, well I'm here to remind EPA that  
19 most Americans do not want policies that do the oil  
20 industry a favor at the expense of our pocket book,  
21 health, and environment.

22 An America with dirtier air will not be great  
23 again. Thank you.

24 MR. MORISSON: You notice we said the hearing  
25 will be open to five o'clock. We'll remain here and

1 take any additional speakers if they would like to come  
2 up. We're going to adjourn for a bit. We'll be here at  
3 five o'clock. If we don't have any speakers, we'll  
4 adjourn for the day.

5 I want to thank the staff. You have done an  
6 incredible job of putting this together. Thank you for  
7 the court reporters. I noticed you worked tirelessly  
8 today. It's challenging. Thank you very much, all your  
9 hard work, and thanks for everybody's help here making  
10 this successful, and thank you very much for our sign  
11 language and interpreters as well.

12 LAURA GROMIS: Hi, my name's Laura Gromis. I'm  
13 the executive director of USGBC Central California.

14 You've heard today about the adverse effects of  
15 vehicle emissions and air pollution on public health  
16 from many testimonies. As fuel efficiency standards are  
17 the most effective way to reduce emissions in the  
18 transportation sector, these testimonies should be  
19 reason enough to not change the fuel efficiency  
20 standards as proposed by the administration.

21 There's also a big economic argument to be  
22 made. Fuel efficiency standards are creating economic  
23 certainty for industries. Electric and hybrid vehicles  
24 are becoming cheaper, bigger, and longer range. Drivers  
25 love their low operating cost, and the growth rate of

1 electric vehicle sales is tremendous. In 2017, new car  
2 sales of economic vehicles increased by 45 percent in  
3 U.S., 72 percent in China, and 50 percent in Germany and  
4 Japan. In 2035, the worldwide market of EV cars is  
5 projected to grow to 125 million vehicles.

6 Why should we change policies that are good for  
7 public health and help American companies become  
8 competitive in the international market? It does not  
9 make sense. Let's continue to work towards cleaner cars  
10 with the current rules and find new ways to reduce  
11 emissions, not increase them.

12 Thank you.

13 MR. MORRISON: Thank you.

14 Do we have another speaker?

15 A VOICE: We have one more. Thomas Menz.

16 THOMAS MENZ: Good afternoon. My name's Thomas  
17 Menz. I'm a resident here in Fresno County.

18 When I came down here I happened to click on  
19 the consumption button on my car, and I noticed that I  
20 got 56 miles -- squeezed 56 miles out of a gallon of  
21 gasoline, which is nothing unusual. It's a 13-year-old  
22 car using a 21-year-old technology that exists because  
23 Toyota Corporation is, quite frankly, acknowledging  
24 this, and it only exists, was only deployed, was only  
25 developed because of a California mandate for -- for

1 fuel economy.

2 And if you look off to your east there, you  
3 should see -- we should see the Sierra Nevadas in the  
4 distance, which is really alarmingly close to us, but we  
5 can't see it all the time because of the air quality,  
6 because of the things that are hanging in the air that  
7 limit our sight of it, but you can just faintly make it  
8 out out there.

9 And about 1200 feet behind me there's a  
10 PurpleAir monitor, PM2.5 monitor sponsored by  
11 purpleair.com, that you can check out, and the air that  
12 you've been breathing most of the day is actually pretty  
13 good, which is -- which is unusual. You'd probably be  
14 more on the lower end of most of the air that you breath  
15 in, and I guess they say 80 percent of the air that you  
16 breathe in actually stays inside you of the PM2.5 mass.  
17 It's actually not just deposited on the lungs, but it's  
18 available for survey in your bloodstream within seconds  
19 of breathing it in. So your one takeaway from today  
20 will be the PM2.5 pollution that you've managed to  
21 breathe in and absorb into your systems today.

22 It's very health dangerous as well-known, so  
23 I'm only here to say that I'm opposed to the relaxation  
24 of CAFE standards. I'm opposed to the -- really the  
25 vitiation of the effort to develop emission-free

1 vehicles, which my next car will be, and I'm opposed to  
2 the -- you know, this whole thing to roll back  
3 California's ability to control its own environment by  
4 the recision of the California exception to the EPA.

5 So that's about all I have to say.

6 MR. MORRISON: Thank you.

7 We've got two more speakers, if you'd like to  
8 come up, please.

9 BRUCE RAFCLIFFE: Hello. He's in my classroom,  
10 so I've gotta keep moving.

11 I'm Bruce Rafcliffe. I'm a high school science  
12 teacher. This is my student, Julio. I'll speak first.

13 I've been riding a bike in Fresno for 35 years  
14 and I've never been hit. I'm very wary. I'm good at  
15 dodging distracted drivers, but there's one thing I  
16 can't dodge and that's PM2.5's. Every morning when I  
17 get up, I take a look at PurpleAir or Valley Air Quality  
18 to decide, "Do I need to protect myself or can I ride  
19 like a noble person?" I've been here so long that I've  
20 seen asthma levels go from -- Fresno Unified  
21 statistics -- 500 per year to 6,500 per year and that's  
22 just in 2000.

23 It really breaks my heart when I see the kids  
24 in my class whose lives are impacted in major negative  
25 ways because of the air -- quality of the air. The idea

1 that we would be relaxing regulations to make air even  
2 worse is hard for me to comprehend, but I think probably  
3 the best way to put a face on the problem is to hear --  
4 hear from a student who suffers from asthma.

5 Julio.

6 Is it on?

7 JULIO GONZALES: Yes.

8 Hello. My name's Julio Gonzales. I'm a  
9 sophomore at Edison High School. I'm currently taking  
10 Green Apple Academy, which is a electricianal --  
11 electricity class, which also has to do with -- which  
12 also has to do with renewable energy, such as, you know,  
13 wind patterns, many other things. I'm not really able  
14 to explain it.

15 But for me, I would like to explain why this  
16 actually has to do with me. It's an asthma inhaler  
17 pump, as everyone can see. I can't really do any sports  
18 because of my condition with asthma, so it really limits  
19 me of activity outside. And I walk from and to my house  
20 to school, so on some days where the air pollution is  
21 bad, I usually have to take this probably two or three  
22 times. That's during in one class. So I could take it  
23 multiple times just because of short breathing or -- or  
24 when I'm really even have a heart attack, which I have  
25 when -- I think -- I think a year ago I had a heart

1     attack at my house when I was playing outside. So it  
2     kind of -- it kind of freaked me out because I didn't  
3     know the air could be this bad in Fresno.

4             That's all I've got to say.

5             MR. MORRISON: Thank you.

6             MR. RAFCLIFFE: Thank you.

7             Do you have any questions?

8             MR. MORRISON: No. Thank you for your  
9     testimony.

10            A VOICE: I don't think we have any other  
11     speakers currently waiting, but we still have 13 minutes  
12     until 5 o'clock, so we'll hold tight until five.

13                     (Recess taken.)

14            MR. MORRISON: Okay. This public hearing for  
15     the SAFE Vehicle Rule is now adjourned. If there's  
16     anybody in the audience that would like to submit  
17     further comments, we encourage you to do so.

18            Thank you very much.

19     (5:01 p.m.)

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1     STATE OF CALIFORNIA     )  
                                      )     ss.  
2     COUNTY OF FRESNO     )

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4  
5             I, Nannette R. DeGough, a Certified Shorthand  
6     Reporter for the State of California, hereby certify  
7     that I was present and reported in stenotype all the  
8     proceedings in the foregoing-entitled matter from  
9     Pages 4 - 83 and Pages 141 - 177; and I further certify  
10    that the foregoing is a full, true, and correct  
11    statement of such proceedings and a full, true, and  
12    correct transcript of my stenotype notes thereof.

13            Dated at Bakersfield, California, on Monday,  
14    October 1, 2018.

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17  
18                                 Nannette R. DeGough, CSR No. 13872

1     STATE OF CALIFORNIA     )  
  )     ss.  
2     COUNTY OF FRESNO     )

3  
4  
5             I, Bree Mervin, a Certified Shorthand Reporter  
6     for the State of California, hereby certify that I was  
7     present and reported in stenotype all the proceedings in  
8     the foregoing-entitled matter from Pages 84 - 140,  
9     Pages 178 - 202, and Pages 221 - 230; and I further  
10    certify that the foregoing is a full, true, and correct  
11    statement of such proceedings and a full, true, and  
12    correct transcript of my stenotype notes thereof.

13            Dated at Bakersfield, California, on Monday,  
14    October 1, 2018.

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18                                    \_\_\_\_\_  
                                  Bree Mervin, CSR No. 13057

1     STATE OF CALIFORNIA     )  
  )     ss.  
2     COUNTY OF FRESNO     )

3  
4  
5             I, Sandy Edmondson, a Certified Shorthand  
6     Reporter for the State of California, hereby certify  
7     that I was present and reported in stenotype all the  
8     proceedings in the foregoing-entitled matter from  
9     Pages 202 - 220 and Pages 231 - 235; and I further  
10    certify that the foregoing is a full, true, and correct  
11    statement of such proceedings and a full, true, and  
12    correct transcript of my stenotype notes thereof.

13            Dated at Bakersfield, California, on Monday,  
14    October 1, 2018.

15  
16  
17  
18                                    \_\_\_\_\_  
                                  Sandy Edmondson, CSR No. 7704

<b>\$</b>	141:4 145:11	235:11	<b>1977</b> 218:9,17,18, 22 219:7	101:19 107:9
<b>\$1.20</b> 148:21	<b>1,000</b> 43:19 81:2 107:17	<b>13-year-old</b> 231:21	<b>1980s</b> 220:22	122:25 123:5,15 124:9,24 135:9 146:14 147:15 152:1,3,9,11 153:17 154:6 167:7 168:18 183:14 229:11
<b>\$12</b> 112:24	<b>1,746</b> 72:9	<b>130</b> 4:13	<b>1982</b> 144:1	<b>2012's</b> 229:1
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